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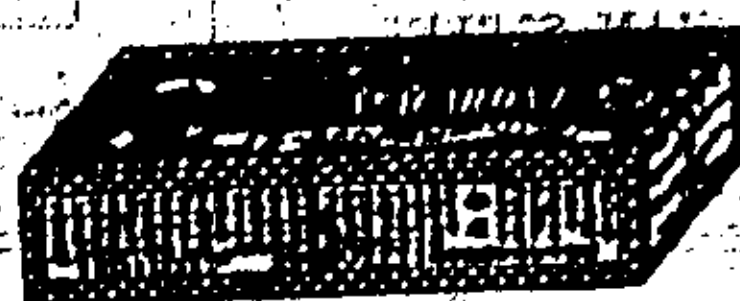
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North Soochow Road.

FAR EAST TRADE IN
DIAMONDS.

A NEW MARKET.

MILLIONS SPENT IN RECENT YEARS

Practically nothing has been heard of the Far East as one of the most important world markets for diamonds, but through a series of important circumstances it has become so during the past few years. Moreover, at the present moment the situation in regard to diamonds in China is exceedingly interesting, says an article in the N.Y. Daily News. As we shall explain later, diamonds are offering here at something like 50 per cent. below market value, and while it is with-out question merely a temporary phase resulting from economic conditions in neighbouring countries, it is of sufficient importance to demand attention.

There are so many facts connected with the business in diamonds that to make the position in the Far East the easier of comprehension it will be worth while to look for a moment at the whole world trade. With the exception of Brazil, South Africa produces the world's supply. The South African mines have formed what is known as the Diamond Syndicate whose purpose is to buy the whole output of the mines, and by so doing to control the market. The Union Government, which receives a 50 per cent. share of all the stones produced, the whole output goes to the Syndicate, which limits production so as to accord with demand.

When the war broke out the diamond market fell very flat, as the large buyers from Russia and Germany dropped out of the running. At the time this appeared to be a serious blow to the industry, but within a very short time the market was stronger than ever. China, Japan and the Malay States all evinced a demand, and within a comparatively short time a new outlet for diamonds had been created. So rapidly did the demand grow once it started that not only was the loss caused by the absence of Germany and Russia wiped out, but a market of greater value created.

America had always been a big purchaser of diamonds, and the wealth she accumulated during the war increased her demand considerably. This factor, combined with the appearance of the Far East in the market, put the diamond industry in a very strong position. It is no exaggeration to say that during these few years the Far East has spent millions on these stones—an entirely new feature in the history of the diamond trade.

To show the time on which the demand for diamonds here is so convenient to look at the classification of the stones. As we know, a diamond is merely carbon which has been submitted to some very great heat in a volcanic form. In the search for the diamonds yellow earth—oxidized—is first discovered and then the blue ground. This latter is mined, brought to the surface, and here it lies for about three months before the action of the air to which it is subjected. Following upon a washing process it is passed over plates smeared with grease, which is the only substance that will catch a diamond. Of course diamonds are also occasionally discovered in the Vaal river.

These stones are sent in the rough to London, and from there generally go either to Amsterdam or Antwerp to be cut and polished. It is worth mentioning that during the war the South African Diamond Corporation started a cutting business of their own at Brighton, where disabled soldiers were employed, and these, to the number of about 800, have given good results. Small stones, called Més, making anything up to 20 stones per carat, sell from about \$20 to \$30 per carat. Then come Yellow Capes, followed by Fine Capes (about \$75), Silver Capes (about \$100), Pure Whites (about \$125), and Blue Whites (about \$175). These prices, of course, vary according to the size, lustre and purity of the stone. The value of stones lies in the fineness of their cut, the absence of flaws and carbon marks.

To-day everybody wants what is known as the latest cut, an Amsterdam product. This is popular on account of the fact that it has so many facets which bring out all the fire and lustre. It is somewhat important to note this because a great many people are under the impression that a diamond possesses the same value all the time. They, however, overlook the fact that a diamond is like ladies' millinery which changes with every whim of fashion. Stones which were in the first rank up to three years ago have not the same value as those recently cut in Amsterdam, while it has to be remembered that diamonds should be polished every two years.

The demand in the East, and especially among the Chinese, seems to be for large stones irrespective of whether they are flawless. Flaws really do not matter, so long as the stones are large, and they are very keen on diamonds weighing 4 to 8 carats, either for solitaire rings or for earrings for presentation to ladies.

That is what usually obtains in China proper, but among the Chinese of the Malay States the demand is for the Més—small stones which can be used as trimming on dresses and for hair ornaments.

JAPAN'S BUZZLE. As we mentioned at the outset, diamonds are cheaper here than on the London market. This is to a large extent owing to large consignments having arrived from Japan, which are being put on the local market at 50 per cent. below London cost. During the prosperous years they had been imported into the country, but since the slump occurred there, the market has vanished, and dealers are attempting to dispose of them to the best advantage elsewhere. They were bought at a very favourable exchange, and even with a 50 per cent. reduction in price it is stated that a profit will still be made.

We understand that an effort is being made by London to buy up as many of these cheap diamonds as possible. Already some of the consignments have been "captured" by them, but in all probability larger operations will be undertaken in order to prevent any great fall in prices.

(Continued at foot of next column.)

SIR H. A. WICKHAM AND
RUBBER INDUSTRY.

The Knighthood conferred upon Mr. H. A. Wickham for his services in connection with the rubber industry, is a well-deserved honour, says the Penang Gazette, which gives the following account of his career:

Sir Henry Wickham, originally a planter in Brazil, years ago, experimented with the cultivation of rubber trees from seeds gathered in the forests, and was commissioned on behalf of the India Office to collect seeds of the Hevea Brasiliensis for the Government of India. This he did under romantic circumstances, in 1873, and in June of that year he delivered 70,000 seeds at Kew, whence they were transmitted to India and Ceylon, with results that are well-known. From the parcel of Hevea seeds sent by him from Brazil there has arisen one of the greatest industries in the world. We may recall that it was Sir Joseph Hooker, who, continuing the general policy of Kew, decided to attempt to introduce the Para rubber tree to the Middle East. He it was who interested the India Office. As Mr. Lewton Brain reminded us in an interesting article, at the time of the Rubber Exhibition in 1914, and as all planters know, the first consignment of seed obtained in 1873 was a failure; out of some hundreds of seeds sent by Mr. Collins, less than a dozen germinated, and six of the plants sent to Calcutta proved that the climate there was unsuitable. Sir Henry Wickham was then planting in the Cayapo plateau in Brazil, and knew the best Hevea forests. There was the difficulty of preserving these seeds on the long journey to England, but the timely arrival of a steamer directed Wickham, and 70,000 seeds were promptly despatched and they reached Kew safely. As it was only 3 per cent. of the 70,000 seeds germinated, delay would have been fatal. Later on, 2,000 plants were sent to the Ceylon Gardens and 90 per cent. arrived in good condition. Other, smaller, consignments followed. That was the beginning in Ceylon. The first plants, 30, sent to Malaya in 1876, perished on the journey, but 22 were sent out a year later, and one was sent to Kuala Kangsar, and was the first rubber tree planted in the F.M.S. Mr. Lewton Brain mentions that the trees in Singapore first fruited in 1881 and in 1882 seeds were sent to Kuala Kangsar for Sir Hugh Low and planted in the Residency Grounds. From these two stocks of trees are descended practically all the rubber trees in Malaya, the only exception being that one or two seeds obtained some years from Ceylon.

Planters in Malaya were for a time rather shy of the new cultivation, and it was not until 1895 that any rubber was planted "on an estate scale." In that year, Messrs. R.C.M. and D.C.P. Kinnear, in the States, and Mr. Tan Chay Yan, in Malacca started. In 1898 Mr. W.W. Bailey took up the cultivation, and very soon in the increased demand for rubber and the heavy fall in the price of coffee caused many planters to follow. Most of the early planting was done on coffee estates, and, in consequence, the greater part of it was done on the alluvial coast lands, and particularly in Selangor. It was not until later that the undulating lands in the interior were brought under cultivation. Plantation rubber was first shown at the Malacca Exhibition in 1898 by Mr. Tan Chay Yan.

At the 1911 Rubber Exhibition, Sir Henry Wickham was presented with a testimonial by planters and others, who raised a fund of £2,000 in recognition of his services. He is the author of "On the Plantation, Cultivation and Curing of Para India Rubber," and the inventor of Wickham's Hard Cure machine. Planters throughout the Mid East will learn of his elevation with the liveliest satisfaction.

THINGS SEEN.

A young gentleman, who uses his cigarette-case for a ticket-case as well, snicked it open at the barrier and, airily holding it out towards the collector, strolled on with the slow-moving queue. And the official, picking out a cigarette from the other side pocket of the case, murmured, "Thank you, old man," and stuck it between his lips.

At the same time as these diamonds from Japan are on the local market an enormous number of stones from Siberia are offering for sale. Like the Chinese, the Russians of Siberia have a fondness for large stones, but in the present case these stones do not represent a value commensurate with their weight. As we pointed out above the cut of a few years ago is now out of fashion, which means a drop in value, and while these stones would be useful to dealers if they could be bought at about 50 per cent. discount, for it would be necessary to have them sent back to the factories at Amsterdam or Antwerp to be re-cut and polished, and in the process they would lose about 20 per cent.

DEMAND IN THE FUTURE. That is the position as it stands to-day. Since the Far East became a purchaser of diamonds shortly after the start of the war, the demand has been abnormal, and millions of pounds have been spent in satisfying it. In fact, it is believed that next to America the Far East has been the largest buyer during these years. Combined with the fall in exchange, the slump in Japan and the arrival of all these diamonds from refuges in Siberia, it would appear that this abnormal period is now over, but this does not signify that the trade in diamonds is to come to an end. The Far East has become accustomed to diamonds, and from now onward it is probable that there will be a steady business.

WOMEN IN HONGKONG.

June 18th.

If ever there was a hope of a Suicide Club being started in Hongkong, it would have flourished during this last week. Discontent and misery have been written on the face of almost every woman who lives on the Peak. Howling wind, driving rain, intervals of thunder and lightning, and, in between, a sodden earth and a sodden sky, while dresses, furniture and pictures smell like the vaults of the long-buried.

This morning, some of us were trying to remember when last we saw the sun, but our brains have grown so mouldy that we collapsed under the effort. The most we could call to mind was that on the last hand Sunday at Murray Barracks, the sun looked as if it meant to pay us a prolonged visit. I caught a glimpse of it again halfway between Maero and Hongkong, but it was not so bright that one needed to wear smoked glasses. This was the day, our princely visitor arrived. It was an impressive sight, seeing the escort of submarines, with the crew at attention on the decks. The advantage of that particular form of participation in the sights of the day was that one had not wasted perfectly good hours in waiting for the princely visitor, who appears to have found ceremonial receptions rather irksome.

Let us hope that Shanghai and Peking will give the prince a reception in tabloid form. Here the local high lights found themselves herded hungry and impatient, outside the banqueting hall, and then when the Crown Prince finally arrived, everything had to be speeded up to top-speed, to enable the menu to be tackled in time for His Royal Highness to keep another appointment. Highly official shows, highly boring and, now-a-days, highly unpicturesque, for it is no longer good form for men, royal or otherwise, to drink themselves under the table at banquets, and since women have joined the official ranks of banqueters, the last spice of compensation has been taken away.

Owners of matcheds at Repulse Bay have been the victims of a wave of Bolshevism lately. There is apparently quite a large section of the public who consider it out of date and reactionary for any one to imagine that by erecting a building and paying rent for it, they have the right to use it. A few days ago, a lady took a party to her matcheds on the Beach and was surprised to discover another party in possession. Such a merry party too, who had induced the boy in charge to open the doors, and had, thereupon, made use of chairs, tables and crockery. You might have expected a certain amount of embarrassment when the owner arrived, but nothing doing. The trespasser arose, and splendidly invited her and her party to join him and his! I forgot to mention that he had provided the refreshments. He was tactful enough not to worry the owners with apologies. Several other people have had similar experiences. I do not know if the trespassers in these cases also invited the owners to partake of their hospitality. I believe that there is a tendency to resent the exploitation of the beach for privately-owned bathing sheds. But supposing that it became a municipal bathing institution, where would you get the public to support it? You would have to run a cheap tram or launch service, and would either be faced with financial loss, or turn the beautiful spot into a sort of Margate Sands, when all the peace and quiet would depart.

The postponed concert of the "Titanic" "Pharos" took place on Monday night. Someone is to be congratulated on thoroughness in advance advertising. The posters have been attractive and have compelled notice, and everyone concerned personally canvassed his or her friends. The result was a record house and a most enthusiastic audience. The programme was excellent, but like many variety entertainments erred on the side of generosity. It would be well if amateur concert-givers would remember that it is better to send your audience home wanting more than to give them time to look at their watches or stifle one solitary yawn. His Excellency the Governor and Lady Stubbs entertained a party at dinner and brought entertained a party at dinner and brought the terrible discovery, after the arrival of the Governor, that the seats reserved for his use, had been left naked and unadorned and looked so different from the seats of the ordinary folk. However, his Excellency, nothing daunted, waited good-naturedly in the corridor, while attendants dressed the chairs in legal red. After that everybody was happy, or at least as happy as any one can be on those dreadful chairs in the Theatre Royal, which are a continual reminder that the worst is good enough for us.

Someday someone will break a limb or have a serious accident, getting out on the lippy platform of the upper Tram station, and then something will be done. In the meantime, our latest victim is our Governor's wife who had a nasty fall. She is the second woman who has come to grief in the course of about a month, and it looks as if it is time to think about improving the stepping-off arrangements, and reconstructing the platform on less dangerous lines.

(Continued at foot of next column.)

SMOOTH SAILING.

MISS MARIE TEMPEST'S STAGE LIFE.

"I found," said Miss Marie Tempest recently, during a chat with an interviewer, that practically none of my plays have been staged here. So I had quite a lot of dramatic material of fresh interest to the public of the East.

"This, strangely enough, is in spite of the fact that the rights for pieces with which my name is associated in London and New York were purchased before I arrived here.

"Reckoned by plays, it might be said that I have not had much stage experience. I have really played in remarkably few. The fact is that I have been lucky in interesting the best dramatists and getting the cream of their work. Thus my runs have generally been long. Practically my start was two years in the name part of Dorothy. Then there was the long run of 'The Gaiety'—several hundred and sixty performances. English Nell, the first comedy, I appeared in, went 281 nights in London. Becky Sharp went well over the 100 nights. Then in my American seasons, I played only my English successes.

"An instance of this is 'Penelope,' which I played in London, for the most part of 1909—for 246 performances to be exact. Then I took the comedy to America and remained there with it until 1911. During the tour I revived 'Caste,' playing Polly Eccles. That is a part, I would like to have played here. It is a great favourite of mine. Mr. Cecil Maude once presented it for a run in London; he played Eccles, and I Polly Eccles.

"All the time before starting on my great world-tour I have been playing continuously either in London or New York, but, as I have said, the actual number of plays has not been very great. Probably a dozen outside those I have mentioned would complete the list.

"No, I have never had any of the difficulties that many encounter in their stage careers. It all came my way without having to rough it in small companies or uncomfortable towns. I went straight from the Continent Des Unlilles, Thildorick, Belgium, to study music in Paris. From there I went to the Royal Academy of Music in London, and made my actual first stage appearance as Fiametta in 'Bohemia.' From that day it has been smooth sailing.

THE YARN MARKET.

Messrs. Polishwalla & Kotwall, Cotton and Yarn Brokers, in their yarn market report issued yesterday, state that yarn market has continued very dull throughout the past month. The engineers of Chinese dealers to part with their holdings at lower rates and the great decline in the price of yarn in India and Japan have further affected the market adversely. A few transactions, totalling about 3,000 bales, have taken place mostly in 10s yarn, chiefly for Yunnan, at a reduction of \$7 to \$15 per bale, while 12s and 20s are almost neglected. The abnormal change due to various known factors, as well as heavy fluctuations in the Cotton and Exchange, have rendered speculation of our yarn market so complicated that it is most difficult to express any definite views even on the near future of the markets.

Sales of 3,000 bales; Unsold Stock 7,606 bales; Bargains 12,000 bales. Arrivals from Bombay, 10,000 bales. Shanghai reports show a depressed state of the market with very limited business passing at much lower rates than in Japan. Yarn.—A few lots have changed hands at a further decline of \$15 per bale.

than to give them time to look at their watches or stifle one solitary yawn. His Excellency the Governor and Lady Stubbs entertained a party at dinner and brought entertained a party at dinner and brought the terrible discovery, after the arrival of the Governor, that the seats reserved for his use, had been left naked and unadorned and looked so different from the seats of the ordinary folk. However, his Excellency, nothing daunted, waited good-naturedly in the corridor, while attendants dressed the chairs in legal red. After that everybody was happy, or at least as happy as any one can be on those dreadful chairs in the Theatre Royal, which are a continual reminder that the worst is good enough for us.

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Mr. Denman Fuller rather wasted his westons on the desert air yesterday. There was a pathetically small audience for his recital, but, then, I suppose you are to be a very ardent lover of music. He had the heat and discomfort of hunched and concert halls in this weather.

The Tempest Company are due to-day their last three plays will be given popular prices. They seem to have had a lovely time in Peking, where the British Minister gave a reception for the Tempest, and everyone—military and civilian alike, put himself out to greet—and her company a good impression of the hospitality of the Briton in East.

THE SCHIBLER.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for tomorrow.

The business includes:

1. Financial Minutes (Nos. 17 to 50).
2. Report of the Finance Committee.

(No. 1.)

3. Regulations under the Advertisement Regulation Ordinance, 1912.

4. Amendment of the Offensive Trade By-laws.

5. Resolution approving the erection of a Public Latrine and Urinals at Sham Shui Po.

HOSPITAL QUESTIONS.

The Hon. Mr. P. H. Holyoak has given notice of his intention to ask the following questions:

1. In view of the shortage of hospital accommodation in this Colony will the Government sanction the attendance of patients' own physician or surgeon desired at the Government Civil Hospital and the Barker Road Hospital, and will the Government also arrange for an additional number of private rooms for this purpose both in the 1st and 2nd class wards?

2. What steps have the Government taken to provide hospital accommodation for "maternity" cases on the Peak?

3. Is it not a fact that the house called "Lyceum" next the Victoria Hospital was purchased by the Government for the express purpose of turning it into maternity annex of the Victoria Hospital, and if so why has it not been put to such use?

DANGEROUS CONDITION OF THE NEW MOTOR ROADS.

The Hon. Mr. P. H. Holyoak will ask:

In view of the dangerous condition of some of the new motor roads both in Victoria and the New Territory and the approach of the rainy season which will make them more dangerous, what steps have the Government taken for a daily patrol on and repair of all the important roads in the Colony and New Territory?

THE TREATMENT OF RABIES INFECTION.

The Hon. Mr. Holyoak has given notice of the following question:

In view of the fact that during the last 10 months and even within the last 10 days several cases of suspected rabies infection have had to leave the Colony for treatment in Shanghai, will the Government immediately take steps to provide the same treatment here?

ORDERS OF THE DAY.

First reading of a Bill intituled, an Ordinance to amend the Trade Marks Ordinance, 1902.

First reading of a Bill intituled, an Ordinance to amend the law relating to societies.

First reading of a Bill intituled, an Ordinance to amend the Public Health and Buildings Ordinance, 1903.

A DUTCH OR GERMAN SUBJECT? A YOUNG STOWAWAY.

John Oswald, the Eurasian lad, who is charged with stowing away on the *Nile* from Singapore to Hongkong, was again before the Magistrate yesterday. He was taken to the Dutch Consul, as he claimed to be a Dutch subject. The Consul said he did not know the youth and it was later ascertained that his name was Grazer. The Consul said the name was German and not Dutch.

Mr. Hutchison asked the Police what they intended doing with the boy and was told that the best thing would be to place him in the House of Detention.

Mr. Hutchison: You cannot keep him there for ever.

Sergeant Stimson replied that they would try to get the youth a job. Failing that they would send him to Singapore.

Mr. Hutchison: What has that got to do with the Dutch Consul?

Sergeant Stimson: He claimed to be a Dutch subject.

Defence: I was born in Sumatra and taken to Singapore when young. I am a printer. The salary I received, \$75, was not sufficient to support myself in Singapore.

Mr. Hutchison remanded the case and ordered the Police to make arrangements to send the youth back.

A TROUBLESOME AMERICAN SEAMAN.

John Nelson, an American seaman, was charged at the Magistrate yesterday, with assaulting two Chinese and with disorderly conduct.

In reply to the charges Nelson said he supposed he was guilty. He knew he had hit the Chinese.

Inspector Kent said that on Monday Nelson was in the Praya East, without coat or shirt. He struck one Chinese on the head with a bottle and broke the teeth of another. He made himself a general nuisance to the Police. He should have gone away on the *Montague*, but jumped the vessel. Nelson was apparently under the impression that when he was drunk he had a right to knock people about.

Nelson said he jumped the *Montague* as he did not want to go to Vancouver. He wanted to go to San Francisco.

Inspector Kent said he did not know the American Consul had washed his hands of the man. He had received his pay and had been having "a glorious time" since.

Mr. Hutchison: Four weeks' hard labour.

STRANDING OF THE "FAUSANG."

INTERESTING MARINE COURT ENQUIRY.

MASTER'S CERTIFICATE SUSPENDED FOR A YEAR.

A Marine Court of Enquiry, composed of Commander C. W. Beckwith, R.N., Marine Magistrate, (President), Lieut. Commr. R. N. Stopford, D.S.C., H.M.S. *Titanic*, Mr. W. Davison, of the Canadian Pacific Ocean Services, Ltd., Mr. W. J. Barker, master of the British str. *Sinkang*, and Mr. E. D. Blackburn, master of the British str. *Kashing*, sat yesterday to enquire into the circumstances of the stranding of the British steamer *Fau Sang* in the Hainan Straits on May 28th.

Mr. D. H. Blake, of Messrs. Wilkinson & Grist, represented Mr. F. J. Gill, the master of the *Fau Sang*, and Capt. Wheeler, Marine Superintendent, questioned the witnesses in the interests of Messrs. Jardine, Matheson & Co., the agents of the Indo-China Steam Navigation Co., to whom the vessel belonged.

Capt. F. J. Gill, in evidence, stated that the *Fau Sang* left Hongkong at 5.40 p.m. on May 28th, with 3,021 tons of coal. She was passing through the Hainan Straits on May 28th. The Captain's story was:

As the vessel could not get through before dark, I anchored in Hainan Bay for the night. At 5.30 a.m. on May 29th I hoisted anchor and proceeded towards the Narrows, making allowance for the strong tide which was then setting East.

When about 2½ miles to the North of Hainan Head beacon, the vessel struck a rock unmarked on the chart. On sounding about the vessel, deep water was found all round her, 4½ to 5 fathoms of water, the vessel apparently being completely under the vessel's bottom. Immediately the vessel struck, I stopped the engine and ordered full speed astern, but owing to the rapidly rising water in the engine room the last orders were impossible to carry out.

The Chief Engineer reported about 1 foot of water in the engine room, which was making water fast.

The vessel took a heavy list to starboard and settled down by the head. I then ordered the crew to get on board the lifeboats.

At 10.15 a.m. on May 29th, I decided to send the *Fau Sang* to the Hainan Head, as the vessel was at this time passing through the Straits bound for Hainan. I signalled her to stand by.

As the ship appeared to be firmly settled on the bottom, I sent the Second Officer with 40 of the Chinese crew to report me ashore off Hainan Head, as the agent of the Canal could cable to that effect.

At 11.15 a.m. on May 29th, I decided to remain by the vessel until the last, and my officers and engineers agreed to stay also.

At 1 p.m. on May 29th and on the 30th, I required any assistance. I signalled Mr. Alley, the Chief Officer of the *Tak Sang* board us, and I gave him a plan showing how the vessel lay. I also showed him how the vessel lay. I also showed him how the vessel lay.

At 3 p.m. on May 29th, thinking the vessel was opening up, I ran two wire ropes, one from each side of the fore part of the bridge deck to the stern mooring pipes, so that in the event of the vessel breaking in two those wires would act as kedges holding the fore part of the vessel on the rock.

At 8.00 p.m. on May 29th the vessel began straining badly, so I ordered all officers into the boat and pulled off clear of the vessel. We had not left the vessel's side two minutes when she broke her back.

I then decided to lay off the vessel in the boat all night and board her again at daylight. At 4 a.m. on May 28th, we began pulling towards the *Fau Sang*, but, owing to the strong tide we were set some distance off the vessel during the night and as this was very slow work in the life boat, the Second Officer and myself took the smaller boat and pulled towards the vessel, but did not arrive there till 9.30 a.m.

By this time there were about 20 to 30 native boats alongside taking everything possible. When we were getting close to the vessel, they went away, but, seeing only two Europeans in the boat, they came back again to get the few remaining things.

When the Second Officer and myself boarded the vessel, I went to my cabin and found everything possible had been taken away, clothes, stores, etc. It was then impossible to stand by the vessel any longer, and as the other boat was some distance from the vessel, I decided to go to Hoihow.

The *S. S. Kam Yung Fat*, a Chinese steamer, passed soon after. I signalled her to stand by as I wished to go to Hoihow. I arrived on board that ship at 10.25 a.m. About the same time the *S. S. Chiklar* had seen the other boat and steamed towards her and picked her up, and as she was proceeding to Hongkong, I sent the third, fourth and fifth engineers and third officer on to Hongkong, the first and second officers, the chief engineer and myself proceeding to Hoihow, so that when the salvage boat came down we could attend to her. The officers and engineers did everything possible during a trying time.

In answer to Commr. Beckwith witness said he had clear weather when he weighed anchor on the 28th. He intended passing the beacon two or three cables off.

Do you consider 2½ cables sufficiently safe to pass that beacon?—Yes. I thought the tide would set me further off.

What was your object in heading for this buoy?—To get in the south channel.

What is the idea of making a difficult manoeuvre in a tide when you have an open channel. Is there any reason?—No.

You have to get round a strong tide set pointing to get into a narrow channel when you have a straight line to Hongkong.

In answer to questions by the Court, witness said it was his first trip on that run for some years. He was master of the *Tak Sang* several years ago. He had used the south-eastern channel because he thought it was going to rain. It did not rain. If he had taken the open channel he would have been through by 8 a.m. It did not rain before 9 a.m. He thought 2½ cables was really a sufficient distance to pass the beacon as he intended to do.

When he struck, he was firmly of the opinion that he had struck an uncharted rock. He did not take any sextant bearings after he had struck, so that he might substantiate his statement—no bearings or angles of any sort. Witness said he was hurried at the time and did not think of taking angles.

In answer to Lieut. Commr. Stopford, witness said he had been through the channel before the beacon was erected. That was on the *Tak Sang*, a smaller vessel. He read his sailing directions before going through the channel. When he made no mention of the beacon, he was on board on this trip. He reckoned the set of the tide through the channel was one to two knots. It was low water at the time. Witness said his compass was reliable. It had been rectified last year.

As far as he was aware, his route was unobstructed. He had had some slight trouble with the steering gear, which would not answer on the starboard side.

Commr. Beckwith asked witness if it would surprise him to know that his ship had struck 701 feet from the centre of the beacon—that is, a little over one cable from the beacon. This measurement was taken scientifically, with sextant bearings and angles.

Witness said it would surprise him.

Commr. Beckwith said it was nevertheless a fact.

Questioned by Mr. Blake, witness said that other vessels had struck inside the channel when bound for Hongkong. Witness said that another chart besides his own had the beacon marked in red—this was the chart of R. M. S. *Fame*. Mr. Blake explained that he had endeavoured to get that chart, to show that the beacon was correct—marked in red on the edge of the reef—but the *Fame* being at sea, it was not possible to get her chart.

Questioned by Capt. Wheeler, Marine Superintendent of Messrs. Jardine, Matheson & Co., witness said that, according to the sailing directions, he should have passed north of the black buoy.

Capt. Wheeler asked witness whether, according to the sailing regulations, the vessel should have passed three miles outside the beacon. Witness said that he thought 2½ cables was ample.

Commr. Beckwith said that that opinion might witness was putting his opinion against the sailing regulations. Did witness intend to do that seriously?

Witness said that he did not remember seeing it in the sailing regulations that he should have sailed 3 miles outside the beacon.

Capt. Wheeler put it to the witness that this was to be found on page 382 of the regulations, which witness had already told the Court he had read before entering the Channel.

Witness said he could not remember, now, whether he had read this statement in the sailing regulations on the day in question.

Capt. Wheeler: You were going to pass 2½ cables away from the beacon; the current was running east; you were first steering north and then falling slowly round to the east; the current would then be bearing on the port side; in heading to round the bend you would be steering N.E. by E, gradually hauling round. Under those conditions you would be setting off, the beacon?

Witness: Yes.

You would not be setting to S.E.?—No! You took no precautions to see that you were 2½ to 3 cables away when rounding the beacon?—No!

How did you check your position?—I had no time to do so. I did not check my position.

The Chief Officer would have had time to take a vertical angle off Hainan Bluff. He may have had time. I do not know whether he did so or no.

The immediate need of the ship was to take her position, rather than for the Chief Officer to take azimuths—I don't know which was the more important. At that time I considered that it was necessary to take azimuths, rather than to find out the position of the ship. That is my point of view.

You do know that if a vertical angle off Hainan Bluff, which is 173 feet high, had given you two miles, it would have kept you clear of all danger?—Yes, but I do not know whether the height of Hainan Hill is correct.

No doubt having been cast on the height of Hainan Hill, would you not take it in preference to your own judgment in rounding a submerged danger?—Yes, but I say that at that time the azimuths were as important as the ship's position.

Then the Court may take it that, at no time, from the moment you hoisted the anchor till you struck the rock, was the ship's position checked?—I did not take the ship's position.

Do you cast any doubt on the accuracy of your chart?—None whatever.

You do not contend that the beacon is marked on the end of the shore water?—It is not. In my chart the beacon is marked on the edge of the reef.

Commr. Beckwith: What is the date of your chart?—Witness: 1912.

Capt. Wheeler said that the chart he was consulting was dated 1913.

Capt. Wheeler: Outside the point marking the beacon, do you see a faintly defined line, indicating the shore water?—Yes, on the small scale chart.

By your chart, the beacon marks the end of the reef. The foul ground is 100 feet further on?—Yes.

There is no reason why you should not have had a thoroughly up-to-date chart?—There is no reason. The other chart had been used in December. The reason I did not get another is because of Jardine's new regulations. I knew I was going on the Java run and I intended asking for a Java chart.

So you elected to use your old chart? Why did you not elect to use the same course and the same distances as laid down in the sailing directions, which required you to pass 2½ cables from the beacon?—I thought 2½ cables was ample, with the set of the tide flowing away from the beacon.

Capt. Wheeler informed the Court that the black buoy used to be moored on the ten fathom line. It was taken off in 1918, when the beacon was put on.

Capt. Wheeler, to witness: I suppose you know, according to the sailing directions, a rocky shore should on no account be approached nearer than the ten fathom line—al could not take soundings when my ship was moving.

According to your own soundings, you were inside the five fathom line?—My soundings were from 4½ fathoms to 8 fathoms.

Will you tell us how you came to be so far out in your estimate of the distance from the beacon?—I cannot.

In telling the Court that you struck an uncharted rock, you admit that you did nothing to obtain the ship's position, either in rounding the point or after the ship struck?—I did nothing.

Capt. Davison: Who supplied the charts?—Witness: The Company.

Mr. W. Lutkin, chief officer of the *Fau Sang*, corroborated the master's evidence as regards the movements of the vessel before the vessel struck. Witness said that when the ship struck, he took an angle of 17 minutes from Hainan Bluff.

Capt. Wheeler produced a book to show this angle was impossible. To get an angle of 17 minutes the ship must have been 5 miles away.

Witness persisted in this statement. He had worked it out on the chart.

Questioned by Mr. Blake, he said the ship seemed to be 2½ cables—judging from the eye—from the beacon at the time she struck.

In answer to Capt. Wheeler, witness said the ship was S. to E. when she struck. The beacon was right ahead. He did not say it out on the chart. He was not certain it was correct or not.

Witness had access to the log book after the accident. He did not mark the angle he got from Hainan Head. He made a small sketch showing the angle. This was forwarded to Hongkong on a Portuguese steamer.

Mr. J. A. Lindsay, second officer, said that after the stranding of the *Fau Sang* witness went on board the *Hok Canton*. The master asked him questions about how the *Fau Sang* got into that position and the *Fau Sang* put into how they were rescued. He had touched nothing if they were 2½ cables off the beacon.

Cross-examined by Capt. Wheeler, witness said that he remarked to the captain of the *Hok Canton* that the red buoy was ahead and the beacon abeam. He, however, did not give the bearing of the red buoy to the Captain.

The finding of the Court was as follows:—Witness said that the British s.s. *Fau Sang* of London, official number 10,560, of whom F. J. Gill, Esq., (Certificate of competency is 040042 of Dublin) was master, left Hongkong on May 28th with a full cargo of coal (3,021 tons) bound to Hongkong.

That, owing to the light, it was found necessary to anchor for the night in Hainan Bay on May 28th and wait for daylight to pass through the Narrows.

That the ship weighed at 5.35 a.m. on May 29th and proceeded on her voyage intending to pass through the South Channel and that at 6.10 a.m. the ship struck on the foul ground, situated North 30 degrees East from Black Beacon Hainan Spit.

The Court is of opinion that the stranding of the ship was due entirely to the careless navigation of the master in electing to pass this beacon at 2½ cables distance, which we consider to be a dangerously close distance, and also in taking no steps to check this distance—so that when the ship actually struck we find the *Fau Sang* was only 701 feet from the beacon. In view of this fact the Court orders the master Mr. F. J. Gill's certificate to be suspended for twelve months, but grant a first mate certificate during this time.

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LANE, CRAWFORD & CO.

RAINCOATS

THE ZAMBRENT

WATERPROOF IN

QUALITY, CUT, AND MAKE LEAVE

NOTHING TO BE DESIRED! THEY

RETAIN THEIR SHAPE AND GOOD

APPEARANCE TO THE LAST.

Price from \$35.00 to \$40.00

BLACK RUBBER OVER-SHOES.

CAN ALWAYS BE RELIED UPON TO KEEP BOOTS

AND SHOES DRY IN WET WEATHER.

ENGLISH UMBRELLAS

STOCKED IN SEVERAL DIFFERENT MAKES AND PRICES.

HAVANA CIGARS

JUST RECEIVED

PETIT FANCY TALES	PER BOX OF 50 \$11.00
CAPRICIOS	10.50
REGENTS	10.00
STANFORDS	9.50
EPIQUES	9.00

LANE, CRAWFORD & CO.

NEW COLUMBIA RECORDS

A2350	PIZZICATO POLKA	XYLOPHONE SOLO	HOWARD KOPP
	PATRIOTIC MARCH	& BELLS	" "
A2250	MAUDIE MAZURKA	BELL SOLO	" "
	MIDSUMMER BELLS	" "	" "
A2118	CLAUDE	XYLOPHONE SOLO	" "
	CLOVER LAND	" "	" "
C3631	CORNGRATO	VIOLIN SOLO	" "
	CANTA PE ME	ORQUESTA DE SALON	" "

The Anderson Music Co., Ltd.,
16, Des Voeux Road. Tel. 1322.

NEW ADVERTISEMENTS

REPULSE BAY HOTEL

WEDNESDAY, JUNE 16TH:

TEA DANCING FROM 4 TO 7 P.M.
DINNER DANCE FROM 8 P.M.

SATURDAY, JUNE 19TH:

TEA DANCING FROM 4 TO 7 P.M.
DINNER DANCE FROM 8 P.M.

SUNDAY, JUNE 20TH:

ORCHESTRAL CONCERTS DURING
Tiffin and Afternoon.

FLYING:

SUNDAY, JUNE 20TH.

(Weather permitting)

COMMENCING AT 2.30 P.M.

Tickets for flights and full particulars may be obtained at the HONGKONG HOTEL, MAIN OFFICE, or at REPULSE BAY HOTEL.

J. H. TAGGART,
Manager.

THE CATHOLIC MEN'S CLUB

GARDEN ROAD.

will be opened by

His Lordship Bishop D. POZZONI

T.O. NIGHT

WEDNESDAY, JUNE 16TH, at 8 P.M.

It is hoped that all Members, and British Catholics intending to become Members, will endeavour to be present.

Members may bring their lady friends on Wednesday evening.

The General Committee specially hope that there will be a large attendance of Catholic members of the Naval and Military forces, for whom the Club is primarily being opened.

A Musical Programme is being arranged.

[1073]

HONGKONG GYMKHANA CLUB

THE EXTRA GYMKHANA MEETING

of the Season will be held at the HARRIS VALLEY, on SATURDAY, JUNE 19TH, commencing at 4 P.M.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, June 14th, 1920. [1068]

UNION INSURANCE SOCIETY OF CANTON LIMITED.

THE CERTIFICATE No. 1271 for one silver share No. 45 now converted into 3 gold shares in this Society standing in the name of Messrs. D. W. B. & Co. of London has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the said certificate will be deemed cancelled and of no effect, and a certificate for the 3 gold shares will be issued in its stead by the Society.

PAUL LAUDER,
for General Manager.

Hongkong, June 10th, 1920. [1070]

WANTED.

BOARD AND RESIDENCE for English Bachelor from August 1st. Mess preferred. Reply stating particulars regarding locality, terms, &c., to—

Box No. 1070,
Care of "Daily Press" Office.

[1070]

WANTED.

A YOUNG PORTUGUESE ASSISTANT for a British Firm.

Box No. 1071,
Care of "Daily Press" Office.

[1071]

TO LET.

GROUND FLOOR, St. George's Building, facing Lee House Street, Large and Commodious Area with two large show windows suitable for Shipping Office or Store and Show Rooms.

Apply—

SHEWAN, TOMES & CO. [1072]

TO LET.

CORRUGATED IRON GODOWN at Yau-mat.

Apply to—

THE HONGKONG LAND RECLAMATION CO., LTD. [1060]

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—

HUMPHREYS, ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. [1066]

FOR SALE.

NEW and COMPLETE PLANT including Wilsey Table for crushing and concentrating Ore. Just arrived.

For particulars apply—

CARVALHO & COMPANY,
Machinery Department. [1096]

PREPAID "WANTED" ADVERTISEMENTS.

On and after this date advertisements of the "Wanted" variety will be inserted under a special heading in the "Hongkong Daily Press" at a charge of \$1.00 FOR THREE INSERTIONS if they do not exceed 25 words in number and are prepaid.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Those who prefer their advertisements of this description to be displayed in one inch space, as hitherto, must give instructions accordingly and will be charged at the old rates.

FLAT three or four Rooms wanted on the Peak furnished or unfurnished—Apply Box B, "Daily Press Office." [3]

SITUATION WANTED by a thorough Portuguese Bookkeeper, highest references, will accept moderate salary. Reply Box G, "Daily Press Office." [9]

NATIONAL CREDIT 5 Per Cent. 1920 UNDER THE GUARANTEE OF THE FRENCH GOVERNMENT.

THE Local Manager of the BANQUE INDUSTRIELLE DE CHINE begs to inform the Public that subscriptions for above French Loan are opened to-day in its office, 5, Chater Road, and will be closed on the 15th of June, at 12 Noon.

5 per cent. Premium Bonds of Frs. 500 each are issued at the price of

Fr. 485.—only

Interest at 5 per cent. will run from the 15th of June.

The Bonds are non-convertible before 1940 and redeemable in 75 years by means of drawings (EIGHT DRAWINGS A YEAR) purporting yearly Frs. 30,000,000—the first prize of each being

ONE MILLION FRANCS.

"ROUET DE JOURNÉL,"
Manager.

Hongkong, June 2nd, 1920. [1012]

A. G. DA ROCHA, IS THE AUCTIONEER.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.
Queen's Road Central, Telephone No. 2392.

FAVOURER with instructions from The

will sell by Public Auction, on

THURSDAY, June 17th, 1920,

at 2.15 P.M.

at his Sales Room

HOUSEHOLD FURNITURE AND EFFECTS.

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Armchairs, Curious, Crockery, and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Tablecloths, Handstands, and a long line of Sundries.

Terms:—Cash on Delivery

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND

GENERAL BROKER

Queen's Road Central, Telephone No. 2392.

FAVOURER with instructions from The

will sell by Public Auction, on

SATURDAY, June 19th, 1920,

at 2.30 P.M.

at his Sales Room, Queen's Road Central

(Old Post Office Building).

HOUSEHOLD FURNITURE AND EFFECTS.

Comprising:—
Blackwood Furniture, Brass and Iron Bedsteads, Tables, Carpets and Rugs, Overmantels, Silk Tapestry Covered Drawing-Room Suite, Sofas, Easy Chairs, Occasional Tables, Extension Dining Table, Bevelled Mirror, Wardrobes, Pictures, Curtains, Bed Sheets, Crockery, Glassware, Ornaments, Cabinet, Oak Bookcase, Dinner Waggon, Dining Chairs, Silver Ware, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Trunk Set, Electric goods, and a long line of Sundries.

Catalogue will be sent.

Terms:—Cash on delivery

Messrs. LAMBERT BROS. are instructed to sell

THE STEAMSHIP "JEHANGIR"

Now lying in the Harbour of Hongkong under an

Order of the Court

by

PUBLICATION

on

MONDAY,

the 28th day of June, 1920, at 3 o'clock P.M.

IN ONE LOT

at their Auction Rooms, in Duddell Street.

The Ship is a British ship registered at Hongkong of 2206 tons Gross and of 1860.71 Registered Tonnage and was built by W. Denny and Brothers, Dumbarton.

For particulars to view—apply to—Messrs. Lambert Bros., the Auctioneers.

For further particulars,

Apply to—

Messrs. JOHNSON STOKES & MASTER,
Princes' Building,

or to—

Messrs. LAMBERT BROS., the Auctioneers,
Duddell Street. [1016]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

The Steamship "LOWTHER CASTLE"

F.R.S. NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence and/or from the wharves delivery may be obtained.

Options: Cargo will be forwarded unless notice to the contrary be given before

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 1st inst. or they will not be recognized.

All broken, chafed, and damaged Goods will be left in the Godowns, where they will be examined on the 1st inst. at 10 A.M. by Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.,
Agents.

Hongkong, June 12th, 1920. [1064]

"SHIRE" LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO and STRAITS.

THE Steamship

"CARDIGANSHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 18th June, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas on 18th June, 1920, at 10 A.M. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 9th June, 1920. [1061]

STRUTHERS & DIXON, (INC.) NOTICE TO CONSIGNEES.

FROM SEATTLE.

THE Steamship

"WEST JENA"

having arrived from Seattle via ports, on June 14th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 11 A.M. on June 17th, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All Claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after June 17th, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.,
Agents.1st Floor, Powell's Building,
13, Des Voeux Road, Central,
Hongkong, June 16th, 1920. [1065]

NOTICE TO CONSIGNEES

S.S. "WEST CONOR" VOY 3-OUT.

FROM SAN FRANCISCO via HONOLULU.

YOKOHAMA, KORE and SHANGHAI

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on June 18th, at 2 P.M. and June 17th at 10 A.M.

All Claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 17th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,
Hongkong, June 16th, 1920. [1066]

FRENCH LESSONS

G. MOUSSON,

15, MOUSSON-BELL ROAD.

INTIMATION

WATSON'S

PRICKLY HEAT

LOTION

AND

PRICKLY HEAT

POWDER

an infallible remedy—Immediately

relieves the irritation and effects a

speedy cure.

MOSCATINE.

A few drops sprinkled on the hands

or any exposed part effectually

prevents the bites of Mosquitoes

and Sand Flies.

A. S. WATSON &

CO., LTD.,

THE HONGKONG DISPENSARY.

BIRTH.

VAN GENNEP LOUIS. At 139, "The

Fam", the Peak, to Mr. and Mrs.

VAN GENNEP LOUIS, a son. [1075]

HONGKONG OFFICE: 104, DES VOEUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 16TH, 1920.

AVIATION IN CHINA.

OCCASIONALLY we get very striking

reminders of the interest which the Chinese Government has been persuaded to take

in the subject of aviation for commercial

purposes. Everybody who knows China

was astonished to read an announcement

a year or more ago that the Chinese

Government had entered into a very impor-

tant contract with the Vickers organization

for an aviation programme which was

represented as the most comprehensive

ever assumed by any country. The

arrangement in question was stated to

involve an expenditure of a sum in the

neighbourhood of two million pounds

sterling, representing "the largest in-

dividual outlay yet incurred in connection

with civil aviation enterprise." It

involved not only the supply of a fleet of

aeroplanes necessary to fulfil the designed

duty, but also the establishment of

aerodromes, as well as repairing and over-

hauling facilities for the maintenance of

an elaborate aerial service. Readers are

familiar with the fact that under this

contract British aviation experts and a

certain number of British machines are in

China, and work is proceeding on the lines

of a definite programme. Several flying

demonstrations have been given in the

capital, including a trip from Peking to

Tientsin in a Handley-Page machine

carrying sixteen passengers, but we are not

aware that any regular services have yet

been established. Presumably it is first

necessary to provide aerodromes, and also

to make sure of an adequate supply of

skilled native mechanics. Training schools

have been established for this purpose. So

satisfied is the Chinese Government

apparently that there is an enormous

future for aviation in China that it has

just been divulged that they have secretly

raised a large loan, for aviation purposes

from American sources, and an official of

the Ministry of Finance has lost his liberty

for the time being for disclosing the fact.

Presumably not everything was "square

and above-board" in this connection;

otherwise what was the need for secrecy?

Now that the transaction has been divulged

we shall doubtless learn why it was

concocted to guard it as a State secret.

Among our Peking cables to day is one

reporting the despatch of four aviation

students to Manila to be trained in the

Carriss establishment there. To most people,

China would seem to be one of the last

countries in the world in which to expect

civil aviation enterprise "on a bigger scale

than any other country has yet ventured

to assume." What is the case for this

enterprise in China? Major-General Sir

F. H. SYKES, the Controller General of

Civil Aviation in Great Britain, in some-

thing he has written on the general subject

of the development of civil aviation, has

pointed out that it is not so much at

Home, as overseas, that we must look for

immediate substantial developments in

aerial transport. Civil aviation in the

United Kingdom, for instance, differs from

that in other countries in that the demand

for transport has resulted in an extensive

network of railways traversing the whole

country. Sir F. H. SYKES looked

rather to our great Dominions overseas

as affording excellent conditions for the

establishment of air lines on an extensive

scale, and he looks with confidence to the

development in time of Imperial Air

Routes throughout the world. Now China

possesses certain points of resemblance to

our Overseas Dominions in the outlook of

those who are seeking an outlet elsewhere

for the great aircraft manufacturing

capacity which the war called into being

NEW ADVERTISEMENTS

REFULSE-BAY HOTEL

WEDNESDAY, JUNE 16TH:
TEA DANCING FROM 4 TO 7 P.M.
DINNER DANCE FROM 8 P.M.

SATURDAY, JUNE 19TH:
TEA DANCING FROM 4 TO 7 P.M.
DINNER DANCE FROM 8 P.M.

SUNDAY, JUNE 20TH:
ORCHESTRAL CONCERTS DURING
TIPPIE AND AFTERNOON.

FLYING:-

SUNDAY, JUNE 20TH.

(Weather permitting)

COMMENCING AT 2.30 P.M.

Tickets for flights and full particulars may be obtained at the Hongkong Hotel Main Office, or at Refulse Bay Hotel.

J. H. TAGGART,
Manager.

THE CATHOLIC MEN'S CLUB.

GARDEN ROAD.

will be opened by

His Lordship Bishop D. POZZONI

TU-NIGHT

WEDNESDAY, JUNE 16TH, at 8 P.M.

It is hoped that all Members, and British Catholics intending to become Members, will witness the event.

Members may bring their lady friends on Wednesday evening.

The General Committee specially hope that there will be a large attendance of Catholic members of the Naval and Military forces, for whom the Club is primarily being opened.

A Musical Programme is being arranged.

HONGKONG-GYMKHANA CLUB.

THE EXTRA GYMKHANA MEETING of the Season will be held at the HARRY VALLEY, on SATURDAY, JUNE 19TH, commencing at 2 P.M.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price. The Committee invite the Ladies of Hongkong to be present.

Hongkong, June 14th, 1920.

UNION INSURANCE SOCIETY OF CANTON LIMITED.

THE CERTIFICATE No. 1571 for one silver share No. 45 now converted into 5 gold shares in this Society standing in the name of Messrs. D. W. BELL & Co., of London, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming, the said certificate will be deemed cancelled and of no effect, and a certificate for the 5 gold shares will be issued in its stead by the Society.

PAUL LAUDER,
for General Manager.

Hongkong, June 10th, 1920.

WANTED.

BOARD AND RESIDENCE for English Bachelor from August 1st. Must be good. Reply stating particulars regarding locality, terms, etc. to:-

Box No. 1070,
Care of "Daily Press" Office.

WANTED.

A YOUNG PORTUGUESE ASSISTANT for a British Firm.

Reply to:-
Box No. 1071,
Care of "Daily Press" Office.

TO LET.

GROUND FLOOR, St. George's Building, facing Lee House Street, Large and comfortable Area with two large windows suitable for Shipping Office or Store and Show-Rooms.

Apply:-
SHEWAN, TOMES & CO.,
[1072]

TO LET.

CORRUGATED IRON GODOWN at Yau-mai.

Apply to:-
THE HONGKONG LAND RECLAMATION CO. LTD.

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to:-
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.

FOR SALE.

NEW and COMPLETE PLANT including Willey Table, for crushing and concentrating Ore. Just arrived.

For particulars apply:-
CARVALHO & COMPANY,
Machinery Department.

PREPAID "WANTED" ADVERTISEMENTS.

ON and after this date advertisements of the "Wanted" variety will be inserted under a special heading in the "HONGKONG DAILY PRESS" as a charge of -

\$1.00 FOR THREE INSERTIONS

if they do not exceed 25 words in number and are FREEPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Those who prefer their advertisements of this description to be displayed in one inch space, as hitherto, must give instructions accordingly and will be charged at the old rates.

FLAT three or four Rooms wanted on the Peak furnished or unfurnished—Apply Box B. "Daily Press" Office.

SITUATION WANTED by a thorough Portuguese Bookkeeper, highest references, will accept moderate salary. Reply Box G. "Daily Press" Office.

NATIONAL CREDIT 5 Per Cent. 1920 UNDER THE GUARANTEE OF THE FRENCH GOVERNMENT.

THE Local Manager of the BANQUE INDUSTRIELLE DE CHINE begs to inform the Public that subscriptions for above French Loan are opened to-day in its office, 5, Charter Road, and will be closed on the 15th of June, at 12 Noon.

5 per cent. Premium Bonds of Frs. 500 each are issued at the price of

Fr. 485.—only

Interest at 5 per cent. will run from the 15th of June.

The Bonds are non-convertible before 1940 and redeemable in 75 years by means of drawings (EIGHT DRAWINGS A YEAR) purporting yearly Frs. 20,000,000.—the first prize of each being

ONE MILLION FRANCS.

ROUET DE JOURNEL,
Manager.

Hongkong, June 2nd, 1920.

A. G. DA ROCHA,
IS THE AUCTIONEER.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2392.

FAVOURER with instructions from The Concerned

will sell by Public Auction, on THURSDAY, June 17th, 1920, at 1.15 P.M.

HOUSEHOLD FURNITURE AND EFFECTS.

Wardrobe, Desk, Chair, Chest of Drawers, Dressing Table, Bookcase, Armchair, Curio, Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Tablecloths, Handstands and a long line of Sundries.

Terms:—Cash on Delivery

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2392.

FAVOURER with instructions from The Concerned

will sell by Public Auction, on SATURDAY, June 19th, 1920, at 2.30 P.M.

HOUSEHOLD FURNITURE AND EFFECTS.

Comprising:-
Blackwood Furniture, Brass and Iron Bedsteads, Tables, Carpets and Rugs, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chair, Occasional Tables, Extension Dining Table, Bevelled Mirror, Wardrobe, Pictures, Curio, Bed, Chest, Crockery, Glassware, Ornaments, Chinese Teak Bookcase, Dinner Wagon, Dining Chairs, Silver Ware, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Set, Electric gnomes and a long line of Sundries.

Catalogue will be sent.

Terms:—Cash on delivery

Messrs. LAMMEET BROS. are instructed to sell

THE STEAMSHIP "JEHANGIR"

Now lying in the Harbour of Hongkong under an

Order of the Court

by

PUBLIC AUCTION

on

MONDAY,

the 29th day of June, 1920, at 3 o'clock P.M. IN ONE LOT

at their Auction Rooms, in Duddell Street.

THE Ship is a British ship registered at Hongkong of 1206 tons Gross and of 1000.71 Registered Tonnage and was built by W. Denny and Brothers, Dumbarton.

For particulars to view apply to Messrs. Lammeet Bros. the Auctioneers.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

The Steamship "LOWTHER CASTLE" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence and/or from the wharves delivery may be obtained.

Options Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 1st inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st inst. at 10 A.M. by Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, June 12th, 1920.

"SHIRE" LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO, and STRAITS.

THE Steamship

"CARDIGANSHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 18th June, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas on 18th June, 1920, at 10 A.M. Claims against the steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 8th June, 1920.

STRUTHERS & DIXON, (INC.) NOTICE TO CONSIGNEES.

FROM SEATTLE.

THE Steamship

"WEST JENA"

having arrived from Seattle via ports, on June 10th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns, where it will be examined at 11 A.M. on June 17th, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All Claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after June 17th, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC. Agents.

1st Floor, 12, Des Voeux Road, Central, Hongkong, June 10th, 1920.

NOTICE TO CONSIGNEES

B.S. "WEST CONOR" VOY 3-OUT.

FROM SAN FRANCISCO, via HONOLULU.

YOKOHAMA, KOBE and SHANGHAI.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on June 18th, at 2 P.M. and June 17th, at 10 A.M.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 17th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY, Hongkong, June 10th, 1920.

FRENCH LESSONS

G. MOUSSON,

18, MORRISON HILL ROAD.

INTIMATION

WATSON'S

PRICKLY HEAT

LOTION

AND

PRICKLY HEAT

POWDER

an infallible remedy—Immediately

relieves the irritation and effects a

speedy cure.

MOSCATINE.

A few drops sprinkled on the hands

or any exposed part effectually

prevents the bites of Mosquitoes

and Sand Flies.

A. S. WATSON &

CO., LTD.,

THE HONGKONG DISPENSARY.

BIRTH.

VAN GENNEP LUKES, AT 130, "The Farm," the Penk, to Mr. and Mrs. VAN GENNEP LUKES, a son.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 16TH, 1920.

AVIATION IN CHINA.

Occasionally we get very striking reminders of the interest which the Chinese Government has been persuaded to take in the subject of aviation for commercial purposes.

Everybody who knows China was astonished to read an announcement a year or more ago that the Chinese Government had entered into a very important contract with the Vickers organisation for an aviation programme which was represented as the most comprehensive ever assumed by any country.

The arrangement in question was stated to involve an expenditure of a sum in the neighbourhood of two million pounds sterling, representing "the largest individual outlay yet incurred in connection with civil aviation enterprise."

It involved not only the supply of a fleet of aeroplanes necessary to fulfil the designed duty, but also the establishment of aerodromes, as well as repairing and overhauling facilities for the maintenance of an elaborate aerial service.

Readers are familiar with the fact that under this contract British aviation experts and a certain number of British machines are in China, and work is proceeding on the lines of a definite programme.

Several flying demonstrations have been given in the capital, including a trip from Peking to Tientsin in a Handley-Page machine carrying sixteen passengers, but we are not aware that any regular services have yet been established.

Presumably it is first necessary to provide aerodromes, and also to make sure of an adequate supply of skilled native mechanics. Training schools have been established for this purpose. So satisfied is the Chinese Government apparently that there is an enormous future for aviation in China that it has

just been divulged that they have secretly raised a large loan for aviation purposes from American sources, and an official of the Ministry of Finance has lost his liberty for the time being for disclosing the fact. Presumably not everything was "square and above-board" in this connection; otherwise what was the need for secrecy? Now that the transaction has been divulged we shall doubtless learn why it was deemed to guard it as a State secret.

Among our Peking cables to day is one reporting the despatch of four aviation students to America to be trained in the Curtiss establishment there. To most people, China would seem to be one of the last countries in the world in which to expect civil aviation enterprise, on a bigger scale than any other country has yet ventured to assume.

What is the case for this enterprise in China? Major-General Sir F. H. SYKES, the Controller General of Civil Aviation in Great Britain, in something he has written on the general subject of the development of civil aviation, has pointed out that it is not so much at home, as overseas, that we must look for immediate substantial developments in aerial transport. Civil aviation in the United Kingdom, for instance, differs from that in other countries in that the demand for transport has resulted in an excellent network of railways, traversing the whole country. Sir F. H. SYKES looked rather to our great Dominions overseas as affording excellent conditions for the establishment of air lines on an extensive scale, and he looks with confidence to the development in time of Imperial Air Routes throughout the world.

Now China possesses certain points of resemblance to our Overseas Dominions in the outlook of those who are seeking an outlet elsewhere for the great aircraft manufacturing capacity which the war called into being in Great Britain. China, they tell us, is a country of incalculable possibilities and illimitable resources. But, study the map, and it will be found that the fringe of settlement and development is exceptionally narrow, being confined for the most part to belts along the coast and the navigable waterways constituting the channels to the interior. The country has not yet been covered with railways, and to provide it with an adequate network of steel would involve the investment of many millions, while years would elapse before such roads could possibly earn enough to support them, despite the density of the population of China. The Chinese Government is said to appreciate this handicap and also that its adverse features may be successfully overcome by turning the flying machine to advantage.

While the precise character of the undertaking has not been revealed, it is said to be obvious that it is the intention of the Chinese Government to cover the country with aerial routes and to maintain thereon a frequent service of fast machines capable of carrying passengers, mail and light freight, and that these services will be operated in conjunction with the railways and steamboat communications acting as connecting links and feeders to the latter and communicating with the rich interior. We cannot say that we are sanguine of the early success of the great experiment in China. Something more than the machines and the aerodromes will be needed to ensure success; public enthusiasm for the enterprise would seem to be an important essential, and another is a readiness to pay the transport charges necessary to give the character of permanence to the enterprise. We must "wait and see" whether these things already exist or have to be slowly and carefully cultivated.

Exchange fell to 3s. 5d. yesterday.

To-day is the birthday of King Gustav, V. of Sweden.

Eight deaths from influenza occurred in the Colony during last week.

More flying at Repulse Bay is announced for Sunday next, weather permitting.

Mr. Colin Davies, K.C., Chief Justice of Bermuda, who was knighted in the last birthday honours, is a younger brother of Sir William Rees Davies, K.C., Chief Justice of Hongkong.

For taking dogs over to Kowloon, contrary to recent legislation, Miss M. Munro, Mr. H. Green and Sergeant-Major Jewbury were each fined \$2, at the Magistracy, yesterday.

Mr. Francis Burton Harrison, Governor-General of the Philippines, has been on a visit to India. Mr. Harrison was accompanied by Mrs. Harrison, Miss Harrison, Mr. Harrison (his brother) and Brigadier-General Jones, U. S. Army, as aide-de-camp. They were recently in the Straits Settlements on their way to the Philippines.

The late Prince Chao Fa Chakrabongse Phuvanarth, the Heir Presumptive to the Throne of Siam, who has just died at Singapore, was on a tour at the time which included Java.

The British Indian Sugar Commission of seventeen members has arrived in Sourabaya with the object of studying the Java sugar industry. The president of the commission is Mr. Noyce and the secretary Mr. Gillian.

Mr. Leo Longinotto appeared at the Magistracy, yesterday, for the defence of a Chinese woman, charged with obtaining jewellery under false pretences. He applied for a date and the hearing was fixed for Tuesday afternoon.

An Indian constable, named Noon Mohamed, was charged at the Magistracy, yesterday, with indecently assaulting a girl aged 13 years, at Wong-Nei-Cheong Gap. Mr. Leo Longinotto appeared for the defence and applied for a remand, which was granted.

The Hon. Mr. W. Chatham, G.M.G., Director of Public Works, and Mrs. Chatham left for Japan yesterday by the Fushimi-maru. They will be away about two or three months. Mr. A. H. Hollingsworth becomes Director of Public Works during the absence of his chief.

It is likely that Judge Skinner-Turner of Shanghai will be appointed an Appeal Judge, so that the Full Court of Appeal may be constituted. At present, Sir Havilland de Saumarez being on leave, the Full Court of Appeal cannot sit. H.E. the Governor has power, under existing Ordinances, to appoint a local barrister of over seven years' standing as an Appeal Judge.

Eighteen cases (twelve deaths) of plague, two cases (one death) of enteric fever, one case (one death) of diphtheria, one case of small-pox and one case of cerebro-spinal fever were reported in the Colony during last week. Four cases (one death) of plague, one case (one death) of puerperal fever, one case of diphtheria and one case of paratyphoid fever were reported in the Colony on Monday and Tuesday.

The Officer Commanding Troops has been requested by H.E. the Governor to convey to the troops his appreciation of their smart appearance on the occasion of the landing of His Royal Highness the Crown Prince of Rumania. His Excellency considers that both Guards of Honour were excellent, and thanks the officers who commanded them, and congratulates the Staff upon the excellence of the arrangements which greatly contributed to the success of His Royal Highness' visit.

Some little time since it appears that Bangkok was visited by Mr. Herbert Roth, cartoonist of the New York World, and Mr. G. F. Worts, of Colliers Weekly, who were making a tour of the Orient in search of thrills and adventures that they could illustrate and write up, says the Bangkok Times. Adventures with reptiles in the jungles of the Malay peninsula, an attack by a gang of murderous Malays at Singapore, an escape from peril in a famous Buddhist temple which they had incautiously entered at mid-night, and the plight of being stripped of their money and other possessions by robbers at Saigon were among the things that kept their interest keyed up while they were travelling. We much fear that Bangkok did not impress them. At any rate all they mentioned of this country when they got back to Shanghai on the return journey, was apparently that they had travelled from Bangkok down the Peninsula to Penang. And if we had only known, Bangkok could have risen to the occasion—surely it could in the case of lovers of adventure who had the luck to be met upon a murderous band of Malays in "the parkway near the wall" in Singapore, and who just escaped from deadly peril in so familiar, if famous, a temple as the Shwe Dagon in Bangkok. There, so eager were they for thrills, they "felt their way over the sleeping prostrate forms of lepers and beggars into the temple." We are afraid we shall have to wait a little to learn what minor thrills Bangkok afforded. And a modest committee of entertainers here might have made such a difference.

CONCERT AT CLUB DE RECREO.

Signor Amelias and Madame Sylvestri, the two Italian artists who recently gave a concert at the City Hall, had a very enthusiastic reception at the Club de Recreo last night. It was originally intended to have an *ad fresco* concert, but the weather stepped in. Signor Amelias again proved his mastery technique on the mandoline in selections, both grave and gay, from the masters, and Madame Sylvestri charmed the audience with her rendering of songs from the operas.

CABLES

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]EGYPTIAN BOMB OUTRAGE.
PREMIER'S NARROW ESCAPE.

CAIRO, June 12th.

Said Pasha was motoring to office when a powerful bomb was hurled at the car, wounding the chauffeur and two passers-by. The assailant fled, pursued by a policeman who continued the pursuit, though twice wounded by the assailant's automatic pistol.

The assailant took refuge in a house where he was arrested.

The Premier was somewhat shaken, but carried on his duties. He described his escape as due to the direct intervention of Providence.

BREAD SHORTAGE.

NO JUSTIFICATION FOR PESSIMISM.

LONDON, June 12th.

The *Daily Telegraph's* agricultural correspondent forecasts that the European bread shortage of 1921 is not justified by facts. He points out that recent reports from America and Canada have been more encouraging than those of a month ago, and believes that American exports will equal the exports of recent years. The winter-crop in Britain, Austria, Belgium, and Egypt are progressing. The writer hopes that some Indian wheat will also be available.

BOLSHEVIST INVASION OF PERSIA.

LEAGUE OF NATIONS MEETS IN LONDON.

LONDON, June 14th.

The Council of the League of Nations met at St. James Palace this afternoon to consider, *inter alia*, the situation created by the Bolshevist invasion of Persia.

Sir Eric Drummond, the Secretary-General, Lord Curzon, representing Great Britain, M. de Fleurbaey representing France and Prince Frouz representing Persia, and also the representatives of Spain, Belgium, Japan, Italy, and Greece were present.

Dr. Nielsen, who has been charged with the repatriation of Allied prisoners in Siberia, was present in an advisory capacity.

MELBOURNE'S WOES.

GASWORKERS COME OUT.
ELECTRICIANS THREATENING.

MELBOURNE, June 12th.

The gasworkers have struck and the supplies are the lowest possible. The electricians threaten to strike to-morrow, stopping light and power supplies.

THE SPA CONFERENCE.

QUESTION OF DATE.

LONDON, June 14th.

In the House of Commons, replying to Mr. Charles Palmer, Mr. Lloyd George said that a definite date had not yet been fixed for the Spa Conference, pending the constitution of the new German Government, but probably it will be early in July.

LEAGUE OF NATIONS.

GREAT BRITAIN'S CONTRIBUTION TO FUNDS.

LONDON, June 14th.

In the House of Commons, replying to Sir Harry Brittain, Mr. Lloyd George stated that the British Government has contributed £23,000 to the funds of the League of Nations during the last financial year. The Government has no information in regard to the amount subscribed, or guaranteed by, the other nations.

AUTUMN SESSION OF PARLIAMENT.

LONDON, June 14th.

In the House of Commons, today, Mr. Bonar Law announced that an Autumn session was inevitable.

GERMAN GOVERNMENT.

HERR MUELLER'S TASK.

Berlin, June 12th.

Herr Ebert has entrusted Herr Mueller with the task of the formation of a Cabinet. Herr Mueller conferred this afternoon with Herr Crispian, the Independent Socialist leader.

The Reichstag has twenty-two women deputies as compared with thirty-six in the National Assembly.

REPUBLICAN CONVENTION.

DEMONSTRATION IN FAVOUR OF GENERAL WOOD.

CHICAGO, June 12th.

The Convention nominations were accompanied with the usual tumultuous scenes. At the conclusion of Mr. Allen's speech nominating General Leonard Wood, thousands of coloured turkey feathers, the badge of General Wood's supporters, were loosed from the ceiling, covering the delegates. The demonstration lasted forty minutes.

The Convention gave an ovation to Mrs. Robinson, the late Mr. Roosevelt's sister, who seconded General Wood's nomination, being the first woman to perform that function.

The National Convention and the Republican leaders are already speculating on the effect of the adoption of the League of Nations on the chances of the party's success in the November elections. It is pointed out that the Republicans favour an international association providing an instant and general international conference whenever peace is threatened. The Republicans believe that the United States can participate in it without compromising national independence or involving it in a multitude of quarrels the merits of which it may be unable to judge.

RESULT OF BALLOTS.

CHICAGO, June 12th.

The first ballot resulted in the nomination of General Leonard Wood, 257; Mr. Lowden, 211; Senator Hiram Johnson, 133; Mr. Sprout, 84; Mr. Hoover, 61.

The second ballot showed four leaders, namely, General Leonard Wood, 299; Mr. Lowden, 299; Senator Hiram Johnson, 116; and Mr. Sprout, 76.

The result of the third ballot was: General Leonard Wood, 303; Mr. Lowden, 293; Senator Hiram Johnson, 148.

The fourth ballot resulted as follows: General Wood, 314; Mr. Lowden, 298; Senator Hiram Johnson, 140.

The Convention adjourned until 10 o'clock in the morning.

MR. GOMPERS' DENUNCIATION.

MONTREAL, June 11th.

Mr. Gompers, President of the American Federation of Labour, condemned the Labour plank adopted by the Republican Convention, particularly the section of the plank providing for the settlement of strikes affecting public utilities, like railways and telegraphs, by a tribunal similar to that provided by the American Railroad Act.

IMPERIAL DEFENCE.

PLACE OF SEA-POWER.

LONDON, June 12th.

Speaking at the annual dinner of the Royal Colonial Institute, Lord Selborne urged that the lesson of the war was the necessity of settling "points of mutual Imperial defence beforehand. The ideal of the League of Nations could only be maintained if behind it was the British Empire determined to make it good, and was organized for the purpose. It was for each part of the Empire to settle for itself the manner and nature of its defence which should then be co-ordinated.

Lord Jellicoe, responding, said that he found in the Dominions a great realisation of the fact that sea-power was all in all to the British Empire. The use of the sea depended on the strength of the mercantile marine whose deeds in the war will never be forgotten. He urged the necessity of organising the naval defence of the Empire, in which the views of all parts of the Empire must be consulted. He hoped that in the discussions which will take place in the near future no parochialism will be displayed.

GOVERNMENT COAL BILL.

PROVISION FOR ANOTHER NEW DEPARTMENT.

LONDON, June 12th.

The *Daily Telegraph* understands that the Government Coal Bill has been completed and will be introduced in the House of Commons next week. It provides for the establishment of a Mines Department of the Board of Trade, headed by a Secretary for the Mines who will be supported by an advisory committee composed of coal owners, miners and others concerned, including doctors, while subordinate committees will be appointed at each pit.

UPROAR IN ITALY.

VIOLENT PROTESTS AGAINST DESPATCH OF TROOPS.

Rome, June 13th.

Railwaymen at Cremona and Milan have struck against the despatch of munitions to Poland. Violent demonstrations have taken place at Trieste as a protest against the despatch of troops to Albania, civilians and Arditi participating. Revolvers were fired and bombs thrown. An officer was mortally wounded, and two soldiers badly wounded in a fight near the Arditi camps. Troops restored order.

THE MOSCOW REVOLUTION.

MYSTERY OF FRENCH WIRELESS STATIONS.

LONDON, June 14th.

The report of a revolution in Moscow are discredited here. It is pointed out that similar reports have been frequent and have proved unfounded.

Official circles in Paris are ignorant of the matter, but it is stated that since June 11th the French wireless stations have received only incomprehensible messages from Moscow.

JAPANESE STORY OF WIRELESS.

TOKYO, June 10th.

A newspaper learns that a Moscow wireless message to Vladivostok stated that a counter-revolution had occurred in Russia, and Trotsky was murdered, while Lenin fled, and that General Brusiloff had formed a new Government.

BRITAIN'S HOUSING PROBLEM.

ANOTHER BILL REQUIRED.

LONDON, June 12th.

Dr. Addison, interviewed, said that it was necessary to introduce another Housing Bill empowering the local authorities to take over unoccupied houses and enlarging the powers to prohibit luxury buildings. The housing scheme, hitherto submitted to the Ministry, exceeded ten thousand with a total of three hundred thousand houses.

THE MOSUL DISPUTE.

EFFECT ON ANGLO-FRENCH RELATIONS.

LONDON, June 12th.

The *Times* Paris correspondent draws attention to the Mosul dispute as typical of a large number of questions poisoning Anglo-French friendship, and says that the time has come for drawing up a list of such questions and a statement of the minimum demands of each country, and to endeavour to reach a general agreement on the lines of the 1904 understanding, which is the basis of the Entente Cordiale.

DAVIS CUP.

HOLLAND BEAT SOUTH AFRICA.

ARNHEM, June 12th.

In the Davis Cup Doubles, Van Lennep and Dierkerkool (Holland) beat Winslow and Raymond (South Africa) by 6-2, 7-5, 6-4.

THE MONSOON.

BOMBAY, June 11th.

The Monsoon has burst.

MOUNTAIN OF PHOSPHATES.

DISCOVERY IN MOROCCO.

PARIS, June 11th.

A Havas message states: The *Daily Mail* (Paris Edition) states that almost inexhaustible reserves of phosphates have now been discovered, says Louis Gentil, the well-known professor of Physical Chemistry at the Sorbonne, in the Moroccan hinterland. One hundred miles inland from Casablanca there is a mountain plateau over 40 miles long and 25 miles broad which is one gigantic storehouse of phosphates. The working of these and other phosphate reserves in Morocco has been set aside as a monopoly of the Moroccan Government.

FUTURE OF FRANCE.

PARIS, June 11th.

A Havas message states: The *New York Herald* (Paris Edition) writes that Otto H. Kahn, the New York banker, is going back to the United States, after several weeks spent in a study of the economic situation of France. His observations have given him thorough confidence in the future of France, which is justified by a realisation of the remarkable nature of the resources of her Colonies as of the Mother Country, and even more by the determination to preserve order, and work hard, which animates the French people.

LATEST CABLES.

WOOLLEN GOODS NOT WEARING APPAREL.

DEFENCE IN PROFITEERING CASE UPHOLD.

NEW YORK, June 11th.

The Federal Court has dismissed the charge of profiteering against the American Woollen Company brought by the Attorney-General, the Court sustaining the objection raised on behalf of the defendants that woollen goods did not constitute wearing apparel—the head under which the charge was brought.

NEW AMERICAN BONDS.

WASHINGTON, June 11th.

The Treasury is considering the issue of \$2 and 6 per cent. Indebtedness Bonds, of the amount of \$400,000,000.

AMERICA CUP.

"VANITIE" BEAT "RESOLUTE."

NEW YORK, June 11th.

The *Vanitie* defeated the *Resolute* a second time in a 30-mile trial by 21 seconds.

EARLIER CABLES.

AMERICA AND JAPAN.

FEELING OVER ANTI-JAPANESE LEGISLATION.

LONDON, June 11th.

A telegram from New York says that the banker, Mr. Vanderlip, who has returned from Japan, declares that the utter impotence of the State Department has created a critical international situation. The American Government does not concern itself with anti-Japanese legislation by individual States and the Japanese are aroused over the Land Ownership Bill of California. Eastern problems could be smoothed over if the State Department were to proceed courteously.

THE FRENCH PRESIDENT.

TO VISIT UPPER ALSACE.

PARIS, June 11th.

A Havas message states: President Deschanel, who is expected to return to Paris from Normandy for the National Holiday on July 14th, will, it is stated, afterwards spend three weeks in Upper Alsace.

LABOUR'S DEMANDS ON CAPITAL.

LONDON, May 19th.

The National Railway Board, consisting of four representatives of the companies, four of the men and four of the consumers, is sitting in public to hear evidence on the claims of the two Railwaymen's Unions for increased pay. Each witness tries to magnify his office, and impress the Board with its dangers, hardships and the great qualities required for the discharge of its duties in comparison with those of some better paid occupation.

This comparison is, in fact, the keynote of this enquiry, and the thing that makes it different from all previous wage enquiries. The workers have made a distinct step in advance in realising that when one class of workers comes into the shops of the working class district with more money to spend it is at the cost of other workers, not the employers, that it benefits. One witness complained that his wife could not buy what the dockers' wives could afford.

In spite of this new realisation, however, the workers' representatives are still treating the question as one wholly between them and the employers. Meanwhile, one notes a growing general recognition of the fact that the workers have no intention, whatever the cost of living may be, of consenting to any reduction of wages, although some of their leaders have admitted this would be just. The rank and file will have none of it.

It is worth recalling that the workers themselves were the first to associate wages with prices. After agreeing to an industrial truce during the war they demanded pay-bonuses to meet the increased cost of living by which they meant to enable them to maintain in war time the peace time standard of living, and rather more. That they were better off, despite the increased prices was put beyond question when the first statement made from the Labour side of the first Joint Industrial Conference was that Labour would never consent to a return to the conditions of 1914. War bonuses were continued after the Armistice on the ground that, prices being unchanged, the people's need was just as great. For the same reason the country's need of maximum production remained, but the Trades Unions had agreed to drop restrictions on production only for the duration of war, and an Act of Parliament reimposing them was passed.

One Member of Parliament has already been fined more than once for employing ex-soldiers in defiance of this Act. Claims have since been made that war bonuses should be added to the permanent wage, and some Labour leaders are denouncing sliding scales as sliding only one way, and some sections of railway men are advocating a strike to last until prices fall. *Pioneer Cable.*

FAR EASTERN CABLE.

NEWS.

[FROM OUR OWN CORRESPONDENT.]

CHANG CHING YAO DEPRIVED BY HIS TITLES.

PEKING, June 14th.

A mandate deprives Chang Ching-yao of his titles, but orders him to remain at his posts to retrieve his position.

NEWS FROM CHANGSHA.

PEKING, June 14th.

Telegrams from a Chinese source state that the women and children at Changsha sought refuge in the British and American Missions. Order is being restored in the city.

CHINESE AVIATION STUDENTS.

PEKING, June 14th.

Four aviation students have left for Manila for training in the Curtiss aviation school.

NO SUCCESSOR TO DR. MORRISON.

PEKING, June 14th.

I am officially informed that the Government will not appoint a successor to the late Dr. Morrison.

AN OFFICIAL AND HIS WIFE MURDERED.

PEKING, June 14th.

Lin Chen-yu, an official of the Ministry of the Navy and a brother of the celebrated novelist, Lin Wan-li, and his wife were murdered while asleep last night by a former cook who was captured by a fifteen-year-old sister-in-law and handed over to the police.

THE HON. MR. LAU CHU PAK.

PEKING, June 14th.

The Hon. Mr. Lau Chu Pak leaves for Hongkong on Thursday.

[BY COURTESY OF THE "CHINA MAIL"]

SHANGHAI HOUSING PROBLEM.

SHANGHAI, June 15th.

The Civic League has elected a representative committee and decided to deal immediately with the Housing problem.

"PAKING" REFLOATED.

SHANGHAI, June 15th.

The *Peking* has been refloated. She is due to-day at Shanghai for repairs.

[THROUGH REUTER'S AGENCY.]

THE ANGLO-JAPANESE ALLIANCE.

LONDON, June 10th.

In the House of Commons, replying to Col. L'Estrange Malone, Mr. Lloyd George denied that the Anglo-Japanese Agreements of 1905 and 1911 "infringed the integrity of Chinese territory without the consent of the Chinese Government. He pointed out that China had not yet ratified the Austrian Peace Treaty, of which the Covenant of the League of Nations is a part.

With regard to Colonel Malone's suggestion that before any further treaties of agreements are made they should be referred to the League of Nations, Mr. Lloyd George emphasised that the Government had every intention of strictly adhering to Article XVIII of the Covenant of the League.

[Article XVIII of the Covenant of the League reads: "Every treaty or international engagement entered into hereafter by any member of the League shall be forthwith registered with the Secretariat and shall, as soon as possible, be published by it. No such Treaty or international engagement shall be binding until so registered.")

ANNAMITE TEMPLE IN FRANCE.

PARIS, June 11th.

The Minister of the Colonies presided at the inauguration of the Annamite Temple at Nogent-sur-Marne erected in memory of France's Indo-Chinese soldiers who fell in the war.

HERR SOLF LEAVES FOR JAPAN.

BERLIN, June 11th.

Prior to embarking for Japan, Herr Solf, interviewed, said he believed he would be able to establish most useful relations with Japan with which Germany had no conflict of interests, now that Shantung was eliminated.

Herr Solf's fellow-passengers included seven German missionaries and a number of traders.

SEEING WITHOUT SIGHT.

GAINING VICTORY OVER BLINDNESS.

From Sir Arthur Pearson comes a special message of thanks to the readers of this paper for the sympathy and help they have given to the soldiers blinded in the war. The message is brought by Mr. Walter Hobbs, O.B.E., a personal friend of Sir Arthur's, who is combining with a trip round the world the pleasure of bringing to us the latest news of our grand blind soldiers. Mr. Hobbs was for many years manager of the *Standard*, and when that paper ceased publication in the second year of the war he became Controller of Supplies to the Ministry of National Service. For the past 16 years he has been a member of Pearson's French Air Fund which, since it was established 23 years ago has given over 4,000,000 a day's outing in the country and 53,940 a fortnight's holiday in the country or at the seaside.

"St. Dunstan's—the hostel in London where the blinded soldiers and sailors are trained—is a factory of happiness," says Mr. Hobbs. "Sir Arthur's central idea from the first has been to inspire the men with the thought of the cheerful acceptance of blindness; to help them to forget their loss in the pre-occupation of 'becoming' extraordinarily capable as blind men. How the men have responded to this leadership is one of the great stories of the war. Sir Arthur, himself blind, is one of the busiest men in London—and already nearly a thousand blinded soldiers are to be numbered among the busy people of the world. In all parts of England you may come on little poultry-farms, run by blind soldiers; on cobblers' shops where blind men are repairing boots in open competition with others in the trade; on shops where blind men do frame-making and other joinery; on home factories where baskets and mats are being made without aid of sight.

"There are blinded soldiers working as skilled masseurs in the hospitals and in private practice, running the telephone-exchanges in big stores, occupying responsible business positions, doing typewriting and shorthand by means of a special machine on which notes can be taken down in Braille characters as fast as anyone can speak.

"In the short time since the war these men—practically beginning life again—have come, by power of their cheerful, indomitable spirit, to their place as useful citizens—self-reliant, self-supporting. Wonder they can't do you forget in the wonder of what they can do, living always in darkness, carrying on in the soldier's phrase, by means of the sense of feel, of sound, and of scent. Abroad in the streets, visiting new places, the help of a guide is usually sought for—but in their immediate neighbourhoods, in their own workshops and homes it is wonderful with what assurance they find their way. In short they come amazingly near to doing everything for themselves. Rowing, swimming, dancing—whatever recreation a blind man can enjoy—they have learnt at St. Dunstan's; many of a musical turn have made a special study of that. The astonishing thing is that it is not one or two, or even a few score of exceptional men who are making good in this way—practically all our men blinded in the war have come under Sir Arthur's care, and the spirit of St. Dunstan's affects them all."

When Mr. Hobbs left England there were still under training some 700 of the 1,700 men actually blinded in the war. The Hostel is busier than ever now, and unfortunately no end to its work is in sight. Besides these 1,700 men who were blinded in the war, 23,000 were discharged from the Army with badly injured eyesight. In the case of many of them this badly damaged sight has passed, or is passing, into total blindness, and men are still coming to St. Dunstan's as rapidly as in the deadliest days of the war.

"Indeed, there is no end to the work," Mr. Hobbs informs us. "Sir Arthur Pearson has built up an organization for the After-Care of the Blinded Soldiers. It is under the direction of one of the blinded officers, and its purpose is to keep in close touch with the growing army of blind workers, keeping up the spirit of comradeship that began at St. Dunstan's, helping the men to get their materials, assisting them to find the best market for what they produce, and, by the constant visit of experts, giving them the encouragement and assistance they want in their work. It is a daily, even an hourly, fight which these courageous men must make to maintain their victory over blindness. They picture the world about them, but they see no human face, no scene lighted with sunshine, no movement or colour, they dwell in the shadows that know no lifting. To bring all possible brightness into their lives is the work of St. Dunstan's. For all the help that has come to him Sir Arthur Pearson wishes to express his deep-felt thanks and, because, in spite of increasing expenses, nothing must be left undone for these men whose record is so splendid, he hopes that the same generous support will be continued."

During the war, St. Dunstan's Home received several very substantial donations from the Hongkong War Charities Committee. Perhaps the most noteworthy contribution from this Colony was the sum of \$12,000 collected at the Hongkong Club on Armistice Day.

(Contributions to the work of St. Dunstan's and the After-Care of the Blinded Soldiers may be sent to Sir Arthur Pearson, Bart., St. Dunstan's, Regent's Park, London, England.)

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"STARTING LIFE AGAIN."
NO FAME WITH PEN.

MR. G. R. SIMS' ANSWER.

The question "What would you do if you started life again," which the *Globe* has submitted to many well-known people, is answered by Mr. G. R. Sims, the famous writer, in a delightful article below. Looking back over an eventful career he thinks he would begin very much the same, but would shape his life in after years in a different way.

If I had my life to start over again—I thank goodness I haven't!—I think I should begin again very much where I did before. I might, in view of post-youth pains and penalties, be more careful in my diet in my student days. I do not think I should in my eighteenth and nineteenth years live mainly on veal cutlets and red cabbage, pan-cakes and potatoes, salad, raw ham and raspberry vinegar, sauerkraut, herring salad, and Frankfurt sausage. I might also go to bed a little earlier, say at two o'clock in the morning instead of four or five. I should put in as much foreign travel as circumstances would permit. I should go about my own country and other people's countries as much as I could, studying men and women. But I think I should try to find a cheaper form of amusement than betting the wrong horses on a race-course and the wrong numbers on a roulette board, and if I ran short of the extra money needed for the full sampling of the joys of life I should try and find someone who would let me have it at less than sixty per cent. If I had a good chance in the City, as I had in my original adventure, I should not sacrifice the certainty in order to earn a precarious livelihood with my pen and subject myself to the demoralising effects of casual employment. I should, incidentally, crush any ambition I might have in the direction of fame or notoriety, and do my best to lead the life of a comfortably circumstanced City man, with his evenings at his own disposal and other people to do his work and earn money for him while he was away holiday-making. I should start life with the object of making comfortable competency in a business in which I was my own master and of building up a home that was a home and not a workshop with no conditions as to the hours of labour. And I should from the first endeavour to attain a clear and legible handwriting. Then if my lady typist suddenly developed influenza I should not be as I am now staring helplessly at pages of M. S. and striving vainly to remember what the writing was about.

STREETS OF SHUT WINDOWS.
DO DOCTORS PRACTISE WHAT THEY PREACH?

Harley-street, judged by the standard of intelligence laid down by the Minister of Education, has been found sadly wanting. Mr. Fisher confided to a meeting of enthusiasts on the subject of national hygiene the other day that humanity might be divided into two parts—those who opened their windows and those who kept them closed. He added that he would not be satisfied with the achievements of our educational system until the unregenerate section which failed to open its windows was merged in that of the open-window party.

Doctors and clergymen in the audience applauded Mr. Fisher's remarks with vigour, but a census of the houses where the great doctors dwell, taken by a *Daily Express* representative, showed that the medical world fails to practise what it preaches.

Harley-street is the street of the shut windows.

Not 10 per cent. of the windows of that famous thoroughfare of medicine were open and had the attic windows been excluded from the census the percentage would have been lower still. Open windows on the ground and first floors were rare. Here and there a second-floor bedroom window was open a few inches, and the only general "open-window" rule applied to the top-storey windows.

OFFENDERS.
Typical offenders who failed to come up to the elementary standard of intelligence demanded by the Education Minister were John Tweedy, with only one open window out of fourteen looking on Harley-street; Sir George Anderson Crichett, with two open out of twelve; and Sir James Cantlie, with three out of fourteen.

No. 13, where Dr. Elizabeth Sloan Chesser lives, has five windows thrown open to the air—the record for the street. This might be regarded as a feather in the cap of the woman doctor, but at the other end of Harley-street the house of Dr. Mary Scharrick, a great believer in the value of plenty of fresh air, presented an array of uniformly closed windows.

Wimpole-street, where so many of the fashionable physicians dwell, was even worse than Harley-street in its neglect of such an essential asset to good health as the open window. Sir William Hale White's fourteen windows were all carefully closed, as were Sir Bertrand Dawson's eleven a door or two away.

DISTRICT MESSENGER BOY'S MISSION TO NEW YORK

Sidney Richardson, the fourteen-year-old District Messenger who was going to New York for Mr. Herman Darewski, left on May 3rd. He was seen off at Waterloo Station by his father, a taxi-driver, his mother, brothers, and sisters. A large number of District Messengers were also present on the platform, and gave Richardson a hearty "send off." Mr. Darewski and a small army of photographers travelled with Richardson to Southampton.

Richardson had to deliver a proposal for a contract from Mr. Darewski in New York. Richardson was also carrying letters for Mr. Baker, Secretary for War, and the Mayor of New York.

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In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.
Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant and Compares most favourably with other Oils used for Culinary purposes; there is no residue.
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SHIPPING NEWS

ARRIVALS.

June 14th.
Hupei, British str., 1,205 tons, Capt. Pennefather, from Haiphong, with a general cargo. — H. & S.
Montague, American str., 2,720 tons, Capt. Whitehead, from Manila, with a general cargo. — Admiral Line.
Togo Maru, Japanese str., 1,477 tons, Capt. Mohri, from Keelung, with a cargo of coal. — O.S.K.
Tjimonok, Dutch str., 3,650 tons, Capt. Van Scherneck, from Batavia, with a general cargo. — J.C.J.L.

June 15th.
Devaungar, British str., 1,047 tons, Capt. Shewer, from Saigon, with a cargo of rice. — Cheap Cheong.
Shan Cheong, Chinese str., 235 tons, Capt. Leung Hing, from Kwong Chow Wan, with a general cargo. — Wo Hing & Co.
Shun King, Chinese str., 297 tons, Capt. Souza, from K. C. Wan and Macao, with a general cargo. — Po Lee & Co.
Sosha Maru, Japanese str., 1,009 tons, Capt. Harada, from Canton, with a general cargo. — O. S. K.
Wing Sang, British str., 1,517 tons, Capt. Croft, from Manila, with a general cargo. — J. M. & Co.

PASSENGERS.

DEPARTURES.

Per *S.S. Ecuador*, on June 15th: Mr. and Mrs. J. E. Beault, Rev. N. O. Callaghan, Miss A. Cole, Miss M. R. Culler, Capt. C. R. Gordon, Mr. E. O. Drake, Mr. H. J. Dicks, Mrs. S. B. Fitch, Mr. and Mrs. E. W. Fabrigen, Mr. and Mrs. L. E. Farlow, Mr. J. Fyfe, Capt. P. Francis, Miss A. Galt, Mrs. John Haines, Mr. P. P. Herriek, Miss J. Houts, Mr. Geo. N. Holloway, Mrs. A. D. Humphreys, Mr. and Mrs. R. Hawley, Mr. J. Kottinger, Mr. Geo. Kirkham, Mrs. H. Lamont, Miss K. Lamont, Mr. W. B. Lee, Mr. A. G. Moody, Mrs. E. S. Marshall, Capt. H. L. Morton, Mr. R. McKinnon, Mr. P. E. McNamara, Mr. G. McPherson, Mr. A. Nemaze, Miss I. O'Brien, Mr. Geo. O'Brien, Mr. M. R. Pereira, Gov. aid Mrs. H. L. Pierce, Mrs. R. Fritz, Miss F. Fritz, Mrs. E. F. Riddle, Mr. and Mrs. W. E. Routh, Mr. F. B. Rhodes, Mr. S. del Rivers, Mr. and Mrs. W. Stedger, Mr. and Mrs. W. A. Shera, Miss L. Serpell, Miss R. M. Steele, Mrs. B. Straub, Mr. and Mrs. P. X. da Silva, Mr. S. Stewart, Mrs. H. C. Webster, Mr. H. Weckbach, Mr. R. R. Womach, Mr. Geo. Walton, and Mr. C. G. Weisbrod.

CLEARANCES.

June 15th.

Sai Fick, for Shanghai.
Taihou, for Shanghai.
Hailong, for Foochow.
Ecuador, for San Francisco.
Tok Song, for Haiphong.
Tehung, for Shanghai.
Gregory, for Kobe.
West Canada, for San Francisco.
Mo How, for Haiphong.
Leather Castle, for Manila.
Tong Kee, for Cheloo.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* reached Yokohama on June 14th, left the next day, and is due at Kobe to-day.
 The R.M.S. *Monteagle* reached Moji on June 14th, left the same day and was due at Kobe on June 15th.
 The S.S. *Alpena* (Blue Funnel line) left Singapore on June 13th, and is due at Hongkong on June 15th.

VESSELS EXPECTED.

Akita Maru (Hamburg line), from Rotterdam, due July 5th.
Alpena, due July 3rd.
Aluta Maru, from London, due June 30th.
Bellerophon, due July 18th.
Demodocus, due June 27th.
Empress of Russia from Vancouver, due June 24th.

Kimi Maru (Bombay line), from Bombay, due June 26th.
Kiya Maru, from Valparaiso, other South American ports and San Francisco, due June 29th.

Laomedon, due June 28th.
Methen, from Vancouver, due June 28th.
Nagoya Maru from Calcutta, due June 30th.

Yellow, from Shanghai, due June 17th, daylight.
Nikko Maru (Australasian line), from Sydney, due June 20th.

Ningchow, due July 18th.
Persia Maru, from San Francisco, due June 27th.

Perrina, due June 28th.
Shini Maru (Bombay line), from Bombay, due June 18th.

Steppergold, due July 25th.
Taiwan Maru (Bombay line), from Japan, due June 17th.

Tajima Maru (American line), due June 20th.

Thames, due June 24th.
Togokid Maru (New York line), from Nagasaki, due June 18th.

Tyndarus, from Seattle due June 15th.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK	JAVA		19th June	JAPAN

* Wireless Telegraphy.
 The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
 For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
 Telephone No. 1574.
 York Building, 1st Floor.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

FOR VICTORIA AND VANCOUVER, B.C., VIA SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S.S. "MATTAWA"

will sail from Hongkong on or about the 26th June.

Through Bills of Lading issued to Canadian and U.S. overland points.

For Freight apply to:—

P. A. COX

Acting General Agent.

C.P.O.S. LTD.

1054

FOR BOSTON & OR NEW YORK PRINCE LINE FAR EAST SERVICE.

Steamers proceed via Sue Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to—

SHEWAN TOMES & CO.

Agents.

140

CP O S

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS	FROM	DATE
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 13	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Japan	Oct. 26	Nov. 19
Empress of Asia	Nov. 9	Nov. 30
Empress of Russia	Nov. 18	Dec. 3
Empress of Russia	Dec. 16	Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations must be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

Fares and other information please apply

HONGKONG OFFICE.

Telephone 751. Cable address: CANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES

Regular Sailings to

NEW YORK

via Panama Canal

S.S. "LOWTHER CASTLE" about end of July

LLOYD TRIESTINO

For SHANGHAI & YOKOHAMA
 S.S. "PERSIA" on or about 20th June.
 S.S. "PILSNA" on or about 11th July.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading to LEVANT, BLACK SEA & DANUBE PORTS.

S.S. "PILSNA"

On or about 12th August.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA, MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN On or about 27th June.

S.S. "RIOJUN MARU"

For JAVA On or about 27th June.

S.S. "HOKUTO MARU"

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIYUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO.

in conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Agents.

110

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

ALSO

S.S. "WEST CUNOE" Beginning of June, for Baltimore, via Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Manukau.

Cable Address "SOCAHO."

Telephone 141.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports
 Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (calling Manila & Keelung) ... Wednesday, 30th June, at 11 a.m.
KATORI MARU (calling Manila) ... Sunday, 4th July, at 11 a.m.
TOYOHASHI MARU (calling Manila & Keelung) ... Sunday, 15th Aug., at 11 a.m.
KASHIMA MARU (calling Manila & Keelung) ... Monday, 16th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
 Port Said and Marseilles.

INABA MARU ... Sunday, 27th June, at Noon.
KAMO MARU ... Friday, 2nd July, at Noon.
IYO MARU ... Friday, 23rd July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSUBUGA MARU ... Monday, 21st June.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOKIWA MARU ... Friday, 8th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.
NIEKO MARU ... Wednesday, 21st July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYOOKA MARU ... Sunday, 20th June.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of July.

BOMBAY & COLOMBO via Singapore.

TAJIMA MARU ... Friday, 18th June.

YETOROFU MARU ... Friday, 2nd July.

ALCUTTA & RANGOON via Singapore & Penang.

DELAGOA MARU ... Sunday, 27th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIEKO MARU ... Monday, 21st June, at 11 a.m.

AKI MARU ... Wednesday, 21st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

IYO MARU ... Friday, 18th June, at 11 a.m.

DURBAN MARU ... Sunday, 20th June.

PENANG MARU ... Thursday, 24th June.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 222 & 223. S. TASUDA, Manager.

SERVICE to UNITED STATES

NEW YORK and/or BOSTON

via Panama

S.S. "WYTHEVILLE" Sails about June 24th

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

TELEPHONE

1477 & 1478

AGENTS.

5th Floor
HOTEL MANUKAU

308

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	6th July	10th July

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of fresh Provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
 For freight and passage apply to— BUTTERFIELD & SWIRE Agents.

THE CHINA & AUSTRALIA S.S. CO.

For MELBOURNE & SYDNEY via MANILA, CANTON & QUEENSLAND PORTS

"GAB" (Cargo only) ... July 2nd
 "HWAH PING" ... July 4th
 "VICTORIA" ... July 4th

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S.S. CO.

Agents.

112 Cross Street Central.

HOLLAND-EAST ASIATIC SERVICE

Regular monthly service from

JAPAN PORTS, SHANGHAI AND HONGKONG

TO

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN.

Sailings subject to alterations.

AMSTERDAM & HAMBURG ... "BAARN" ... August

For full particulars, please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents,

York Building

Tel No 1174

AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK

via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGON BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agent."ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG ... "KATHLAMBA" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 17th June, Noon.
WHSATWAI, CHEFOO & TIENTSIN	"KUEICHOW"	On 18th June, 4 P.M.
SHANGHAI & TIENTSIN	"CHENAN"	On 19th June, 4 P.M.
AMOY, SHANGHAI & FUKOW	"SUIYANG"	On 22nd June, 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yantai and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 36.

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

SWATOW SERVICE of Fast, High Class Coast Steamers having good accommodations for First Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 8 to 10 Days).

"HAIHONG"	... (Capt. W. O. Fairmore)	FRIDAY, 18th June, at 3 P.M.
"HAIHONG"	... (Capt. A. H. Stewart)	TUESDAY, 22nd June, at 3 P.M.
"HAIHONG"	... (Capt. J. S. Thomson)	FRIDAY, 25th June, at 3 P.M.

Calling at Amoy, only.

Arrivals and Departures from the Company's Wharf (near State Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"DEUCALION" ... via Suva ... 6th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.
HONGKONG AND CANTON. BESS & CO. CANTON.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORILON, INDIA, PERSIAN G.

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND.

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"NELFORD"	7,000	18th June Noon	Marseilles, London & Antwerp.
"KARMALA"	8,000	1st July	Marseilles, London & Antwerp.
"DEVANHA"	8,000	17th July	Marseilles, London & Antwerp.
"KALYAN"	8,000	30th Aug	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"MADRAS"	7,000	4th July	Sri Lanka, Rangoon & Calcutta
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	30th July	For Melbourne, via Sandakan
"EASTERN"	4,000	13th Aug	Thursday Island, Cairns Townsville, Brisbane & Sydney

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,500	18th June 8 A.M.	Shanghai & Kobe.
"DEVANHA"	8,000	18th June	Shanghai & Japan.
"ST. ALBANS"	4,500	23rd June	Kobe direct.
"DILWARA"	5,400	1st July	Shanghai Only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable. 1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in line of the section of their P. & O. Tickets Singapore to Calcutta.

NOTICE TO CONSIGNEES. Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.



TRANS-PACIFIC FREIGHT SERVICE. Operating the following U.S. Shipping Board Steamers: For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"CROSSKEYS"	... (Capt. W. O. Fairmore)	About June 18th.
"MONTAGUE"	... (Capt. W. O. Fairmore)	About June 22nd.
"WABAN"	... (Capt. W. O. Fairmore)	About July 12th.
"PAWLET"	... (Capt. W. O. Fairmore)	About July 18th.

For PORTLAND direct. (Calling at Seattle and Kobe.) "MONTAGUE" ... About June 18th. "WABAN" ... About June 22nd. "PAWLET" ... About July 12th.

THE ADMIRAL LINE.
Telephone 2477 & 2478. Fifth Floor, Hoys, Mansion.CHINA MAIL S.S. CO., LTD.
FREIGHT AND PASSENGERS

"NANKING"	15,000 tons	"CHINA"	10,000 tons	"NILE"	8,000 tons
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SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
via SHANGHAI, JAPAN PORTS, AND HONOLULU.

"NANKING"	Aug 19th.	"CHINA"	July 22nd.	"NILE"	June 19th.
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[An unsurpassed high class passenger service.]
O. H. RITTER, Principal Building, Los House Street.
Telephone, Passenger Dept. 1934. Freight Dept. and Agent 2161.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
"SHINYO MARU"	12,000	June 17th.
"PERSIA MARU"	9,000	July 5th.
"KOREA MARU"	10,000	July 14th.
"SIBERIA MARU"	10,000	Aug. 10th. (from Yokohama)

Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, HALBOA, ALLAO, ARICA.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
"KIYO MARU"	17,500	July 1st.
"ANYO MARU"	18,500	Sept. 2nd.
"SEIYO MARU"	14,000	Nov. 9th.

Tickets are interchangeable with the Canadian Pacific Ocean Service Ltd. and the Pacific Mail Steamship Co. Passengers may travel by Rail between Ports of Call in Japan free of charge.

For all information as to rates, freight space, sailings, etc., apply to—
Y. TSUTSUMI, Manager, King's Building.
Telephone 2374 and 2375.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"AMAZONE" ... 10,000	On or about 17th July.
	"PAUL LECAT" ...	On or about 30th July.

SHANGHAI (Only) ...
MARSEILLES via SAIGON, HAIPHONG, COLOMBO, DIBOUT, SUEZ, PORT SAID ...
CARGO BOAT FOR PORT SAID.

SAID, HAVRE, AN. "LIEUTENANT DE LA TOUR" ... On or About 18th June.

TWENTY and LONDON.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSCH, Agent, Queen's Building.

Telephone 740.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Monthly direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) ... Saturday, 19th July.

"HIMALAYA MARU" ... Sunday, 11th July.

BUENOS AIRES, RIO DE JANEIRO, SAN PAULO, MAURITIUS, DURBAN and CAPE SINGAPORE.

"SEATTLE MARU" ... 8th July.

"MEXICO MARU" ... 15th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"GANGES MARU" ... 15th July.

"BURMA MARU" ... 15th July.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service via Singapore.

"SHISEI MARU" ... 2nd July.

SYDNEY & MELBOURNE—Only service, taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... 17th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service via intermediate ports in Pacific.

"SEATTLE MARU" ... 15th July.

"ARIZONA MARU" ... 15th July.

NEW YORK—Monthly service via Japan Ports, San Francisco, Panama.

"AMAZON" ... 28th June.

JAPAN PORTS (Kobe, Yokohama & Yokohama) ... 17th June.

"BOHIO MARU" (Yokohama & Kobe) ... 23rd June.

"KORU" via SWATOW & AMOY—These steamers are used for mail and cargo service to and from the O.S.K. line near the Harbor Office.

"AMAKURA MARU" ... 31st June.

"KORU MARU" via SWATOW & AMOY ... 17th June.

For sailing dates and further particulars please apply to—
Y. YABUDA, Manager, No. 1, Queen's Building.
Tel. No. 744 & 745.LOS ANGELES PACIFIC NAVIGATION COMPANY
TRANS-PACIFIC FREIGHT SERVICE.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUPLICATE	ABOVE	SAILING	ABOVE
S.S. WEST HIXTON	June 15th.	S.S. WEST HIXTON	June 17th.
S.S. WEST MONTOP	July 10th.	S.S. WEST MONTOP	July 12th.
S.S. WEST HIRA	Aug. 10th.	S.S. WEST HIRA	Aug. 12th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route.

Shipments connection with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif. Hongkong Office—Princes Building, Chater Road.

Branch Office—Kobe, Shanghai, (Mamla, Singapore). CHAS. E. RICHARDSON, General Agent for South China.

465

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
STRAITS	Penang Maru	18th June
STRAITS	Igo Maru	17th June
JAPAN	Tokai Maru	17th June
SWANHOUI	Id de la Tour	17th June
SWANHOUI	Togoku Maru	18th June
JAPAN	Shinai Maru	19th June
BOMBAY	Dubon Maru	19th June
STRAITS	Nikko Maru	20th June
MAVILA AND AUSTRALIA	Tajima Maru	20th June
SHANGHAI AND JAPAN	Kimi Maru	20th June
BOMBAY		

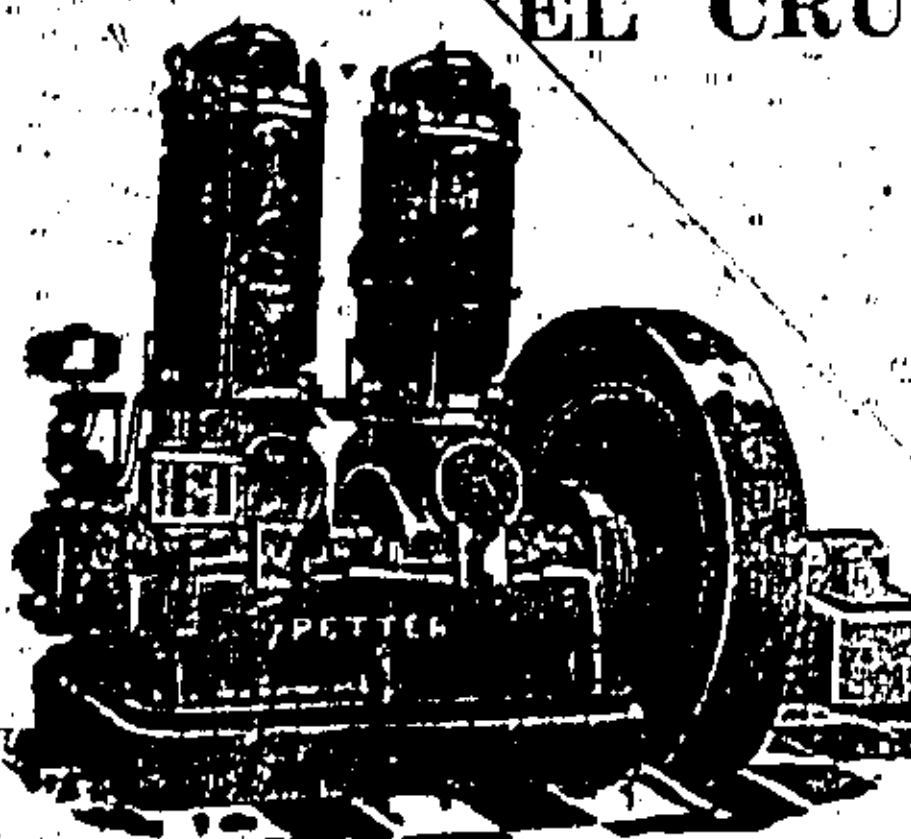
OUTWARD MAILS.

FOR	PER	DATE
Amoy and Straits	Chunsheng	Wednesday, 16th, 2.00 P.M.
Swatow, Amoy and North China	Wangsheng	Wednesday, 16th, 3.00 P.M.
Fort St. David	Shinai Maru	Wednesday, 16th, 3.00 P.M.
Hainan	Chow Yu	Wednesday, 16th, 5.00 P.M.
Swatow, Amoy and Formosa via Takao	Sosaku Maru	Thursday, 17th, 8.00 A.M.
Shanghai and North China	Sosaku Maru	Thursday, 17th, 10.00 A.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO	Shinai Maru	Thursday, 17th, 9.45 A.M.
Saigon	Telamachus	Thursday, 17th, 3.00 P.M.
Shanghai, N. China and Japan via Kobe	Igo Maru	Friday, 18th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Rombay, Aden, Egypt, & EUROPE via MARSEILLES	Nellor	Thursday, 18th, 9.45 A.M.
The Parcel Mail will be closed on Thursday, June 17th, at 5 p.m.		
Swatow, Amoy, and Fochow	Hai Hong	Friday, 18th, 1.00 P.M.
Weihsien, Chefoo and Tientsin	Kylechow	Friday, 18th, 3.00 P.M.
Philippine Islands	Wingam	Saturday, 19th, 2.00 P.M.
Swatow and North China	Chenan	Saturday, 19th, 3.00 P.M.
Japan via Nagasaki	Nikko Maru	Sunday, 20th, 10.10 A.M.
Swatow, Amoy, and Fochow	Haiching	Tuesday, 22nd, 1.00 P.M.
Amoy, Shanghai and North China	Suiyang	Tuesday, 22nd, 2.00 P.M.
Philippine Islands, Australia and New Zealand via Thursday Island	Tango Maru	Wednesday, 23rd, 8.45 A.M.
Swatow, Amoy, and Fochow	Hai Lomy	Friday, 25th, 1.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, L. Marquis, India via Dhanushkodi, Egypt, & EUROPE via MARSEILLES	Isabur Maru	Sunday, 27th, 9.00 A.M.
Philippines, Islands, Formosa via Keelung, Shanghai, North China, Japan via Moji, Canada, United States, Central and South America and EUROPE via VICTORIA, B.C.	Tajima Maru	Wednesday, 30th, 8.45 A.M.
Shanghai, N. China and Japan via Kobe	Atsuta Maru	Thursday, 1st, 10.00 A.M.
Philippine Islands, Formosa via Keelung, Shanghai, North China, Japan via Moji, Canada, United States, Central and South America and EUROPE via VICTORIA, B.C.	Katori Maru	Sunday, 4th, 9.00 A.M.

* Correspondence bearing vessel's name only.

From Shantung Western Branch P.O.

FOR	ON WEEK-DAYS	ON SUNDAY	ON HOLIDAYS
Canton and Samahai	7.30 A.M. 8.30 P.M.	9.30 P.M.	7.30 A.M. 9.00 A.M.
Tai Ping Tung	8.30 P.M.	9.30 P.M.	9.30 P.M.
Yokohama	8.30 P.M.	9.30 P.M.	9.30 P.M.
Amoy	8.00 P.M.	9.00 P.M.	8.00 P.M.
Swatow	8.00 P.M.	9.00 P.M.	8.00 P.M.
Except Saturday	8.00 P.M.	8.00 P.M.	8.00 P.M.
Woo	4.00 P.M.	10.30 A.M.	4.00 P.M.

VICKERS-PETTER
SEMI-DIESEL CRUDE OIL ENGINESSIMPLICITY—
RELIABILITY—
ECONOMY
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SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, June 15th.			
Previous Day	On Date	On Date	On Date
at 2 p.m.	at 6 a.m.	at 3 p.m.	at 9 p.m.
Barometer	29.64	29.63	29.63
Temperature	80	84	86
Humidity	80	74	81
Wind - Direction	SW	SW	ESW
Force	04	3	4
Rain	0.51	0.4	0.15

Highest open-air Temperature on 14th ... 86
Lowest open-air Temperature on 15th ... 53

HONGKONG TIDE TABLE.

From 16th to June 22nd, 1920.

HIGH WATER.				LOW WATER.			
Day of Month	Time	Height	Day of Month	Time	Height	Day of Month	Time
Wed 16	8 19	7 9	h. m. ft. in.	h. m. ft. in.	h. m. ft. in.	Thu 17	8 19
Thu 17	9 14	8 1	h. m. ft. in.	h. m. ft. in.	h. m. ft. in.	Fri 18	9 14
Fri 18	10 08	6 0	h. m. ft. in.	h. m. ft. in.	h. m. ft. in.	Sat 19	10 08
Sat 19	11 02	4 4	h. m. ft. in.	h. m. ft. in.	h. m. ft. in.	Sun 20	11 02
Sun 20	11 56	2 8	h. m. ft. in.	h. m. ft. in.	h. m. ft. in.	Mon 21	11 56
Mon 21	12 50	1 2	h. m. ft. in.	h. m. ft. in.	h. m. ft. in.	Tue 22	12 50
Tue 22	1 44	0 6	h. m. ft. in.	h. m. ft. in.	h. m. ft. in.	Wed 23	1 44

COMMERCIAL.

OPENING QUOTATIONS.

June 15th.	
On London	Telegraphic Transfer 1/8
Bank Bills, on demand	2 3/4
Bank Bills, at 3 days sight	3/8
Bank Bills, at 4 months sight	3/8
Credit, at 4 months sight	3/8
Documentary Bills, 4 months sight	3/8
On Paris	Bank Bills, on demand
Credit, 4 months sight	94
On New York	Bank Bills, on demand
Credit, at 60 days sight	7 1/8
On Bombay	Telegraphic Transfer 1/7
Bank Bills, on demand	nom.
On Calcutta	Telegraphic Transfer 1/7
Bank Bills, on demand	nom.
On Shanghai	Bank Bills, at sight
Private, 30 days sight	nom.
On Yokohama	On demand
On Manila	On demand - Pesos
On Singapore	On demand
On Batavia	On demand
On Haiphong	On demand
On Saigon	On demand
On Bangkok	On demand
Sovereigns, Bank's Buying rate	\$ 450.00
Gold Leaf 100 fine, per tola	\$82.50
Bar Silver per 100	44 1/2

SUBSIDIARY COINS.	
	Per cent.
Hongkong, 20 cents piece	\$0.00 Discount
Hongkong, 10 "	0.40
Canton, 20 "	7.50
Canton, 10 "	0.00 Premium.

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Canton: Messrs. A. S. WATSON & CO.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 4 1/2 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STARR,
Chief Manager.
Hongkong, November 2nd, 1919.

THE BANK OF TAIWAN LIMITED
(TAIWAN GINZOKU)

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.
Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ... 37,500,000
Reserve Funds ... 7,030,000

HEAD OFFICE: TAIPEI, FORMOSA.
BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Gilan, Kagi, Karsenka, Keelung, Makung, Nanto, Fusan, Shichiku, Taichu, Taiwan, Takow, Tamsui, Toiyen, Aiko.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Fochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON, COUNTY, WESTMINSTER AND PAER'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tringstau, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch India, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.
Hongkong BRANCH,
A Des Vœux Road, Central,
Hongkong, November 1st, 1919.

THE MERCHANTS' BANK OF INDIA, LIMITED.
HEAD OFFICE: 15, Gracechurch St., London, E.C. 2.

Authorized Capital ... £1,500,000
Subscribed ... 1,500,000
Paid-up ... 700,000
Reserve Fund & Rest ... 840,000

Bankers:
The Bank of England,
The London Joint City & Midland Bank, Ltd.,
Branches:
Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, New York, Shanghai, Colombo, Karachi, Penang, Singapore, Delhi, Karaikal, Port Louis (Mauritius), Galle, Kota Bharu, Port Louis (Mauritius).

HONGKONG BRANCH,
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

E. C. WILSON,
Acting Manager.
7, Queen's Road Central,
Hongkong April 29th, 1920.

THE BANK OF EAST ASIA, LTD.
HEAD OFFICE: No. 2, Queen's Road Central.

Paid-up Capital ... \$2,000,000.00
Reserve Fund ... 200,000.00

Directors:
Mr. Pong Wai Tze, Chairman.
Mr. Chow Shou Son, Mr. Kai Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Hong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shek,
Mr. Ng Chang Lok.

Chief Manager:—Kan Tong Po, Esq.
Asst. Manager:—L. Tse Fong, Esq.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of 3 per cent. per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 1/2 per annum.
For 6 months at the rate of 4 1/2 per annum.
For 12 months at the rate of 5 1/2 per annum.
KAN TONG PO, Chief Manager.
Hongkong February 12th, 1920.



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DE CHINE
(FRENCH BANK)

AUTHORIZED CAPITAL ... F. 250,000,000
SUBSCRIBED CAPITAL ... F. 150,000,000
PAID UP ... F. 75,000,000
REPUBLIC ... F. 50,000,000

Chairman of the Board: André Berthelot
Directors: A. J. Pernotte
General Manager: 74, Rue Saint-Lazare, PARIS.

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.
BRANCHES:
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Marseille, Hanoi, Vladivostok,
Peking, Singapore, Fochow,
Shanghai, Canton, Swatow,
Tientsin, Saigon, Yokohama,
Hankow, Haiphong, Moukden,
New York, London, Antwerp.

BANKERS:
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Bedmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.
Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.
M. ROUET DE JOURNEL,
Manager.
Hongkong, April 28th, 1920.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1852.
HEAD OFFICE: LONDON.

Paid-up Capital ... £2,000,000
Reserve Fund ... £3,000,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
J. L. CROCKATT,
Manager.
Hongkong, March 27th, 1920.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—8, Des Vœux Road Central, Hankow Branch:—Easoft Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT Savings, and Fixed Deposits bear interest at Rates 2 per cent. 4 per cent. 5 per cent. respectively.
Inquiry on our SPECIAL SERVICE will be welcome.
J. USANG LY,
Manager.
Hongkong, July 7th, 1919.

Printed and Published by HENRY ADOLPHUS CRAWFORD, for THE HONGKONG DAILY PRESS, LTD., at 104, Des Vœux Road Central Victoria, Hongkong.

Office: 131, Fleet Street, E.C.

THE BANK OF CHINA
行銀國中

(Specially authorized by a Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
Authorized Capital ... \$30,000,000.00
Paid-up Capital ... 12,278,800.00
Reserve Funds ... 3,187,400.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central, Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:
For 3 months ... 3 1/2 per annum.
For 6 months ... 4 1/2 per annum.
For 12 months ... 5 1/2 per annum.

TSUYEE FEE, Manager.
Hongkong, February 8th, 1920.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1852.
HEAD OFFICE: LONDON.

Paid-up Capital ... £2,000,000
Reserve Fund ... £3,000,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
J. L. CROCKATT,
Manager.
Hongkong, March 27th, 1920.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—8, Des Vœux Road Central, Hankow Branch:—Easoft Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT Savings, and Fixed Deposits bear interest at Rates 2 per cent. 4 per cent. 5 per cent. respectively.
Inquiry on our SPECIAL SERVICE will be welcome.
J. USANG LY,
Manager.
Hongkong, July 7th, 1919.

Printed and Published by HENRY ADOLPHUS CRAWFORD, for THE HONGKONG DAILY PRESS, LTD., at 104, Des Vœux Road Central Victoria, Hongkong.

Office: 131, Fleet Street, E.C.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds ... \$21,500,000
Sterling ... \$21,500,000
Silver ... \$21,500,000
Reserve Liability of Proprietors \$15,000,000

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Chief Manager: Hongkong—N. J. STARR, Esq.
Acting Manager: Shanghai—G. B. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER & PARRS BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency, and Sterling on terms which will be quoted on application.
N. J. STARR,
Chief Manager.
Hongkong, May 18th, 1920.

BANQUE DE L'INDO-CHINE (FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris.
Capital ... Frs. 40,000,000
Reserves ... Frs. 50,000,000

BRANCHES AND AGENCIES:
Bangkok, Hongkong, Saigon,
Batavia, Hankow, Shanghai,
Canton, Nankow, Singapore,
Djibouti, Peking, Tientsin,
Haiphong, Paris, Tonkin,
Hankow, Pnom-Penh, Vladivostok,
Hanoi, Pondichery.

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co. Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of banking and exchange business transacted.
L. BERINDOAGUE,
Manager.
Hongkong, December 1st, 1919.